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American Railroad Journal.

New York, Saturday, September 20, 1862.

The Intercolonial Railway.

The project of building an intercolonial railway through Nova Scotia, New Brunswick and Canada East, connecting Halifax with Quebec, has been again brought before public notice. It is stated that the Duke of Newcastle as Colonial Secretary, has consented, on behalf of the British government, to offer the Provinces an imperial guarantee of interest toward enabling them to raise by public loan the requisite funds for building this road. A delegation from Nova Scotia, consisting of the Hon. Mr. Howe, Provincial Secretary; Hon. Mr. McCally, Chief Railway Commissioner, and Hon. Mr. Annaud, Financial Secretary—also one from New Brunswick, consisting of the Hon. Messrs. Tilley, Steeves and Mitchell—have been appointed to confer with the members of the Canadian Government on this subject and on intercolonial free trade. The meeting was to take place on the 10th instant. It is believed that this movement will be only preliminary to others which may be held with more or less regularity, to unite the people of the British provinces more

closely together, as well as promote the great common object of a railroad, which shall make an uninterrupted line of communication on British territory from the Atlantic ocean to the head of Lake Superior, and ultimately to the Pacific ocean.

It is nearly a quarter of a century since this subject was first brought to public attention by Lord Durham, then Governor General. It was not till 1846, however, that a survey of the route was made by Major Robinson. That officer's report presented five several lines, the shortest of which was 595 miles, and the longest 692, between Halifax and Quebec. The one which has found most favor is known as the Bay of Chaleurs route, following the general direction of the Eastern shore of New Brunswick, where the population is most dense, and the land best adapted for cultivation as well as railroad construction. Commencing at Halifax and running to Truro, at the head of the Bay of Fundy; thence over the Cumberland Mountains to Amherst; along the coast to Shediac, crossing by a north-westerly course the Richibucto and Miramichi to Bathurst; coasting the Bay of Chaleurs to the Restigouche, and reaching by the Metapedia valley to the shores of the St. Lawrence. The several parts of the road by this route would be in miles as follows:—

| | | |
|---|-----|-----------------------------|
| Halifax to Truro | 55 | In Nova Scotia 124 miles. |
| Truro to Amherst and Bay Verte | 69 | |
| Bay Verte to Shediac | 26 | In New Brunswick 234 miles. |
| Shediac to Miramichi | 74 | |
| Miramichi to Bathurst | 56 | |
| Bathurst to Dalhousie | 48 | |
| Dalhousie to the Metapedia | 30 | In Canada 277 miles. |
| Metapedia to the St. Lawrence. 86 | | |
| From this point on the St. Lawrence to Quebec | 191 | |
| Total distance | 635 | |

The distance would probably be shortened by 110 miles, the length of the Grand Trunk Railway already completed between Quebec and Riviere du Loup, making the actual length of the new line 525 miles.

Last Spring, when the Duke of Newcastle was explaining the attitude of the British government to this project, he estimated the length of road to be built at 350 miles. It is true, that a some-

what shorter line could be built by pursuing a more direct course; but this would bring the road so near to the State of Maine as to make it practically worthless to the British government, in the event of hostilities with this country.

The estimated cost of the work made by the Duke, on that occasion, was £3,000,000 sterling; but as the distance is fifty per cent. greater than was then supposed, a proportionate increase must be made to the amount required. It would not be unsafe, thinks the *Quebec Chronicle* to put the aggregate at five millions. If the interest on this be four per cent., the sum of £200,000 a year will have to be raised by the Provinces and the Home Government. What proportion of this should be contributed by the respective parties is not stated; but Great Britain will certainly be expected to furnish one-half. The proposition submitted by the provincial delegates last Spring was of this character; but was rejected by the Home Government, although it was allowed the selection of the route. The impression seems to be that it is now ready to go into it, with some modifications in respect to details.

There can be no question that the provinces of New Brunswick and Nova Scotia would be benefited very largely by such an enterprise; and that it is of importance in an economical view to the British government, unless it is prepared to relinquish its authority over Continental North America. Whatever may be thought of the project as a paying concern, the great need of it will not be questioned by any person who takes an intelligent view of the parties interested in its construction.

P.S.—Since the above was written we have seen notices of the Convention in some of the Provincial papers. The feeling of the delegates is said to have been unanimous in favor of the prosecution of the work, no mention being made of the route to be selected. It is also stated that a preliminary arrangement as to the relative share of the expense to be borne by the several parties, has been made. In virtue of this, Canada is to assume five-twelfths, and the two lower provinces the remaining seven-twelfths of the cost of the work. The bonds being endorsed by the Home Government, it is believed that with the existing

easy rates of money in England, the necessary amount can be raised at three per cent. interest. As, however, consols are at a discount of six or seven per cent., we suppose the rate will be put higher to enable the securities to be negotiated at par.

Baltimore and Ohio Railroad.

A meeting of the Board of Directors of the Baltimore and Ohio Railroad Company was held in Baltimore on the 10th inst., and was attended by nearly a full membership. The most important business of the session was the report of the committee of finance, to which was appended a series of resolutions recommending that a dividend of four and a half per cent. on the stock of the Washington Branch Railroad be declared for the past half year ending on the 30th of September, instant, and a dividend of three per cent. on the stock of the main stem of the Baltimore and Ohio Railroad, both payable on and after the 30th inst. Holders of the bonds of 1862, issued for the extra dividend, were also notified that it is necessary to convert the same into stock prior to the 18th instant, the date on which the books will be closed, to secure the dividend on the stock.

In connection with the report of the committee, John W. Garret, Esq., President, thought it would be interesting to the board to present the bases and prospective condition of the treasury, on which the recommendations were founded. Grave apprehensions, in view of the present position of the road, were to be entertained of renewed losses, and of large demands upon the capital of the company, which will continue to require the most careful husbanding of its resources. But, as in this period of peril, the drains upon the means of the State of Maryland, of the city of Baltimore, and of the stockholders, are most onerous, the relief created by these dividends will prove a source of marked and general satisfaction. It must therefore be a subject of great congratulation to the board that, under such circumstances, it is enabled to make so important contribution to the relief of the great interest involved.

The profits were understood to have been derived from the large regular transportation of the company during July and August, when the road was uninterrupted, thus being exclusive of all Government business. The business during those months proved to have been the largest in the history of the company since the opening of the road to the Ohio river.

After the remarks of the President, the resolutions were adopted, and the dividend declared. The board was in session for several hours, but much of the business had no general public interest.

Morris and Essex Railroad.

The Morris and Essex Railroad Company are making rapid progress on their road, which intersects the old road at East Newark, and runs parallel with the New Jersey Transportation Company's line over a mile. Thence it runs in an easterly direction across the Newark meadows, over the Hackensack River to the Erie Railway tunnel, making Hoboken its terminus. The rails have been laid, but some time will be required to make the road level. Dirt trains are running daily for filling-in purposes, and it is the desire of the company to commence running over their new route by the first of January. Spacious brick buildings have been erected in Hoboken, which will be occupied as depots and for freighting houses. The passenger depot will be supplied with all the modern improvements for the accommodation of the traveling public, while the ingress and egress to the ferry will be arranged in the most satisfactory manner.

Madison and Indianapolis Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were:

| | |
|-------------------------------------|---------------------|
| From passengers | \$49,386 62 |
| " freight | 70,050 88 |
| " military passengers and freight.. | 16,540 00 |
| " Jeffersonville Railroad | 42,424 46 |
| " express, mail, etc. | 27,271 58 |
| | <u>\$206,623 54</u> |

And the expenses were:

| | |
|-------------------------------------|-------------------|
| Running road | \$22,925 46 |
| Repairs of road | 47,487 80 |
| Repairs of cars and machinery | 26,340 11 |
| All other expenses | 36,958 64 |
| | <u>133,712 01</u> |

Net earnings.....\$71,911 53

Compared with the previous year, the gross earnings show a decrease of \$24,939 94; with an increase in expenses of \$2,228 90—making the decrease in net earnings \$27,168 84. The receipts of the company from all sources during the year were:

| | |
|---|---------------------|
| From transportation, as above | \$205,623 54 |
| Five income bonds at par | 5,000 00 |
| Columbus and Shelby Transp., \$13,931 65; less expenditures, \$9,718 61 | 4,213 04 |
| Peru and Indianapolis Judgment.... | 823 76 |
| Sales of old iron, etc. | 2,827 72 |
| Miscellaneous | 1,780 91 |
| Balance Dec. 31, 1860 | 5,350 63 |
| | <u>\$225,719 60</u> |

And the disbursements were:

| | |
|--|---------------------|
| Current expenditures, as above..... | \$133,712 01 |
| Taxes, \$1,070 84; commissions, \$247 98 | 1,318 82 |
| Col. & Shelby Railroad construction. | 975 03 |
| Jeffersonville Railroad | 8,056 98 |
| Bills payable | 2,926 85 |
| Interest, \$51,462 06—less \$1,347 25 received | 50,114 81 |
| Dividend scrip paid by conversion into income bonds..... | 3,808 40 |
| Cash appropriated toward the payment of interest | 11,803 68 |
| The United States | 3,730 59 |
| State of Indiana | 2,581 50 |
| Miscellaneous | 1,124 40 |
| Balance in treasury Dec. 31, 1861.... | 5,566 63 |
| | <u>\$225,719 60</u> |

The receipts from transportation for the three months ending March 31, 1862, were \$52,962 18; and the expenditures \$28,811 23; the receipts from all sources during the same time were \$70,898 36; and the disbursements, including \$10,096 94 appropriated toward the payment of interest, \$51,773 58. The amounts due from the United States, State of Indiana, Post office department, etc., was \$2,319 27; and the balance in the treasury was \$16,805 61.

The following is a comparative statement of the earnings and expenditures for seven years:

| | Earnings. | Expenses. | Net Earnings. |
|----------|----------------|----------------|---------------|
| 1855... | \$268,103 33 | \$199,351 33 | \$68,853 00 |
| 1856... | 270,317 66 | 194,369 09 | 75,948 57 |
| 1857... | 212,664 40 | 149,249 96 | 63,414 44 |
| 1858... | 206,114 16 | 123,481 78 | 82,632 38 |
| 1859... | 200,654 44 | 121,275 27 | 79,379 17 |
| 1860... | 230,563 48 | 131,483 10 | 99,080 38 |
| 1861... | 205,623 54 | 133,712 01 | 71,911 53 |
| Total... | \$1,594,041 01 | \$1,052,922 54 | \$541,218 47 |

During the past year, in addition to a considerable amount of stone masonry, the company have laid over 50,000 cross ties; had 210 tons of T rail re-rolled, and 260 tons repaired; relaid 14 miles of

track; built a new Howe bridge, 161 feet long, and two trestle bridges each 150 feet long—all at an expenditure of over \$27,000, the whole cost of which has been charged to repairs of road. The rolling stock has been kept in thorough repair, and large additions made thereto. All bills for the current expenses of the road, and the service rolls, have been fully paid.

The following extract from the report of the president to the stock and bondholders of the Indianapolis and Madison Railroad Company, (as reorganized,) made July 4, 1862, fully explains the present financial condition of the company:

The accumulation of over due interest, added to the fact that the principal of the bonds secured by the first mortgage would fall due May 1, 1861, rendered (as intimated in our last report to the Stockholders of the M. & I. Railroad would be the case,) some arrangement with the creditors of that road necessary. As a preliminary, the undersigned took the liberty of issuing a circular, dated March 11, 1861, addressed: "To the Bond and Shareholders of the Madison and Indianapolis Railroad Company," detailing in short the situation of the Company, suggesting a plan whereby by a foreclosure and sale of the road, and the reorganization of a new company, not only would the holders of the first mortgage bonds be fully protected and secured, but something might be saved to the junior creditors and shareholders, and calling a meeting to be held at the office of Messrs. Winslow, Lanier & Co., New York, on the 10th of April, 1861.

The meeting was held, appointed a committee to whom was referred the matters relating to the interest of the road, and adjourned to meet at a subsequent day at the Astor House, in New York.

At the adjourned meeting the recommendations contained in the circular above alluded to, were substantially adopted, and a committee was appointed to draw up an agreement and secure the co operation of the holders of the first mortgage bonds, the junior creditors and share holders of the Company, and act as Agents or Attorneys in fact, for the purchase of the road when sold, and in the reorganization of a new Company, under the laws of the State of Indiana, in accordance with the terms of the agreement.

Messrs. John Ferguson, Elihu Day, and George Griswold, Jr., acting as the committee, secured the acquiescence of the holders of more than nine tenths of the first mortgage bonds, and that of a sufficient number of the holders of junior claims, and of the shareholders, and then as Agents or Attorneys in fact, of those who signed the agreement, called upon Peter McMartin, Esq., upon whom the trust in the Mortgage deed had devolved to foreclose the same and proceed to a sale of the road. Under the advice of counsel in Indiana the Trustee proceeded and obtained a decree of foreclosure and sale of the road, its property, franchises and appurtenances in the Circuit Court of the United States for the District of Indiana.

The road was offered for sale on the 27th day of March, 1862, and purchased by the Agents or Attorneys in fact, as aforesaid, for account of the parties to the agreement, and of such others as might thereafter be admitted to a participation of its benefits. A conveyance of the same having been made to the purchasers they were put in possession of the whole property covered by the mortgage and so sold, and having previous to the sale of the road also received a transfer by assignment, as provided for in Item fifth of the agreement between the Madison & Indianapolis Railroad and its creditors, dated Aug. 1, 1861, of certain assets belonging to the Company not covered by the mortgage, as a further security to the holders of the first mortgage bonds, they did on the 28th of March last, organize a new Company, as authorized by the laws of the State of Indiana, by the name of "Indianapolis & Madison Railroad Company," and conveyed to it all the property, rights and franchises purchased by them as

aforesaid, and appointed Frederick H. Smith, Nathan Powell, William M. Dunn, Jacob B. McChesney, Peter McMartin, E. H. Miller, Elihu Day, John Ferguson, and E. Cauldwell, the first directors of said Company, and fixed the capital stock of the same at \$850,000, to be divided into 8,500 shares of \$50 each, of Preferred Stock, and 8,500 shares of \$50 each of Common Stock, and charged the new Corporation with the payment of the principal and arrears of interest of the first mortgage bonds of the Madison & Indianapolis Railroad Company.

At a meeting of the directors of the new Company held on the 28th of March last, a majority being present, F. H. Smith was elected President, and the other officers of the old Company were appointed to the same positions in the new Company, that they previously held in the old, and it being necessary to have an agency of the Company in the City of New York, Messrs. J. & S. Ferguson were appointed as registers of transfers and general agents in that city.

The Directors also authorized the execution of a mortgage upon the road its franchises and appurtenances as security, for an issue of \$685,000, to be known as the first mortgage bonds of this Company, to be made and applied in discharge of the conditions made by the Agent or Attorneys in fact, of the Bondholders in the reorganization of the Company. Messrs. Peter McMartin and John Ferguson were appointed the Trustees, and they having accepted the Trust and become parties to the mortgage deeds, the bonds were made payable to them, and having been certified and endorsed, have been placed in the hands of the Agents of the Company in New York, for delivery to the parties entitled to receive them.

The road not having sold for enough to satisfy the bonds secured by the first Mortgage, the assets of the old Company which had been assigned to the Agents or Attorneys in fact, have been conveyed by them to the Trustees of the first Mortgage and President of this Company, and are held by the Trustees as aforesaid, as an additional security to the Mortgage for the bonds secured thereby.

Certificates for Preferred Shares have also been prepared and placed in the hands of the Agents, in New York, to be issued in accordance with the terms of the agreement, for 50 per cent of the amount of the principal and interest due April 1, 1862, of Income bonds and certificate of Dividend Scrip of the old Company, which have been surrendered to the Agents or Attorneys in fact, and Preferred shares will in the same manner be issued to the holders of the remaining Income bonds and Dividend Scrip, when they shall be surrendered.

Certificates for Common shares have also been made and issued to the amount of one fourth, in the names of the parties represented as being shareholders on the books of the old Company, (that being the amount reserved to them in this Company by the articles organizing the same for their interest in the old,) and these certificates have also been sent to the Agent of the Company in New York, to be exchanged with the holders of the certificates for shares in the old Company.

The undersigned hopes that by these proceedings, following so closely the suggestions of the circular issued by him, and before alluded to, the danger he so long and seriously apprehended of the stockholders in the old Company sustaining a total loss of their investment has been averted by the plan of reorganization, secured through the liberality of the creditors of the Company, it reserving to them a contingent benefit to be derived from an increase at any time of the Company's business. Estimates being so seldom realized are but of little value, still the experience of the past five years makes it safe to say there is no reason to anticipate any change for the worse, but on the contrary much to hope for the better.

The office of the Company is at Madison, Indiana. The officers are: F. H. Smith, President; Thomas Pollock, Secretary; T. P. Matthews, Treasurer; and D. C. Branham, Superintendent.

Liability of Railroad Companies for Injuries to Employees.

DUTY OF THE DIRECTORS TO KEEP THE ROAD IN GOOD REPAIR. WHEN NEGLECTED, THE COMPANY IS LIABLE TO SUB-EMPLOYEES FOR INJURIES THEY MAY RECEIVE. PERSONALITY OF COMPANIES.

The plaintiff, one Fifield, was employed as a brakeman on the Northern Railroad of New Hampshire, and while engaged in that capacity received severe bodily injuries, by being caught between the cars. This action was brought against that company in the Supreme Court of Vermont, to recover damages, for the injuries so received.

The declaration stated the character of the defendants, the employment of the plaintiff as a brakeman, and alleged that "it was the duty of the defendants to keep said road in good and sufficient repair, and the track so cleared from snow and ice, and other impediments, and the engines and cars used and drawn thereon in good and sufficient order, so that their servants and men employed in making up, running, managing and controlling their said trains upon said road, could, with ordinary care and prudence, do and perform their said duties with safety," yet, that the defendants carelessly allowed their road at the town of Canaan, on the 10th of Feb. 1859, to become filled and blocked up with snow and ice, on the sides of the said road and track; and also carelessly suffered a certain freight car to be and remain out of repair, by reason of which negligence, the plaintiff, on the said 10th of Feb., 1859, and while performing his duty as a brakeman in the exercise of great care and prudence on his part, was unavoidably caught between the cars, his left arm broken and other injuries received, by reason of which he was for some time sick, and put to great expense.

The defendants demurred to the declaration, on the ground that it did not state facts sufficient to constitute a cause of action in favor of the plaintiff and against the defendants. The defendant's counsel maintained that a railroad corporation, from the essential character of its organization, can do no act of itself as a principal, but all its business must, from necessity be carried on by means of agents and servants. The plaintiff, and those other persons through whose negligence he sustained an injury, were employed by the same company to perform separate duties and services, all tending to the accomplishment of one general purpose and result, namely, the transmission of passengers and merchandize over the defendant's road. That it is the duty of the directors of a railroad company to use due diligence to see that all the machinery put upon the road shall be of good construction and material, and to exercise ordinary care and prudence in the selection of trustworthy, and competent agents and servants. But that companies are not responsible to its employees for the care and faithfulness of their co-laborers, in keeping the tracks, engines, cars and machinery in such repair as to be always safe and fit for use when transferred by one servant into the hands of his fellow servant, whose particular business it is to use it.

It was maintained, on behalf of the plaintiff, that at common law all persons are bound to conduct their business, whatever it may be, in such a manner as not to endanger the health, nor the life,

nor the property, nor even the convenience of any other; and a corporation is liable to all the penalties which would befall an individual in all civil actions.

The Court held the company to be liable, and the declaration to be sufficient. The following is a part of the opinion rendered at the decision of the case.

DOX, J.—The gist of the declaration is, that by reason of the defendant's corporation negligently permitting its road to be blocked with snow and ice, and a car to be out of repair, the plaintiff a servant of the defendants, employed by a brakeman, was injured.

If the railroad were owned by one individual, and he should personally assume the duty of examining and repairing the road and the cars, and through his negligence in not repairing, or in imperfectly repairing them, a brakeman employed by him should be injured, the employer would be liable. And if the employer did not attend to the repairs himself, and if ordinary care and prudence required that one or more persons should be constantly engaged in making repairs, and the employer, through gross negligence did not employ any, or a sufficient number of repair men, or negligently employed unskilful ones, and a brakeman not knowing this fact, and being in no fault for not knowing it, and being chargeable with no negligence or fault whatever, was injured solely in consequence of such negligence of his employer, the employer would be liable. In such case, the master would be held responsible for the exercise of ordinary care and prudence. If he assumed to do any part of the work himself, he should exercise ordinary care and skill in doing it; if he did nothing personally except hiring all the servants, he should exercise ordinary care in employing a sufficient number of competent servants. And a declaration alleging that he carelessly permitted the track and a car, to become and remain defective, would be sustained by evidence, that they became and remained defective through his personal carelessness and negligence in not discovering and remedying the defects, if he took upon himself that branch of the business; or by evidence that he assumed the general management and superintendence of the road, and employed all the workmen, and that from gross negligence he employed no repair men, or an insufficient number, or unskilful ones, whereby the track and car became and remained defective. In either case the defects would exist by reason of his own negligence. Whether his negligence consisted in not discovering, or in not removing the defects himself, or in not employing any or a sufficient number of repair men, or competent ones, the action could be founded upon his personal negligence, and the allegation that the defect existed by reason of his negligence would be sufficient.

The same general rules must be applicable whether the owner of the road and the employer of the workman is a person or a corporation. The agents of a corporation must have a principle, and its servants must have a master; and the mutual duties and liabilities between master and servant must be the same whether the master is a man, or a being existing only in contemplation of law. In the present case ordinary care and prudence may have required that workmen should have been employed to repair the cars, and remove the snow

and ice from the track, and the stockholders may have voted not to employ such workmen, or to employ a number known to be insufficient, or those known to be incompetent, and the plaintiff in the exercise of reasonable care, and without any knowledge or means of knowledge of defects in the car or track, or of the insufficiency or incompetency of the repair men, may have been injured in consequence of the action of the stockholders. In such case, although the stockholders for many purposes are not the corporation, it would not, probably, be denied that the plaintiff being injured by the gross negligence of the controlling power of the corporation could maintain this action. The declaration must therefore be held sufficient.

It is understood that the powers and duties of directors are such, that, in the general management of the business of the corporation, their negligence can be called the negligence of the corporation, in contradistinction to the negligence of its servants. Whether any other officers occupy a similar position in relation to the corporation and its servants, cannot now be decided.

Demurrer overruled.

Buffalo and Allegheny Valley Railroad.

AN ACT permitting the Buffalo and Allegheny Valley Railroad Company to extend their road, and to extend the time for building the same. Passed April 5, 1862.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Buffalo and Allegheny Valley Railroad Company, on procuring the necessary additional subscription to the capital stock of said company as required by the general railroad law of this state, authorizing the formation of railroad companies, passed April second, one thousand eight hundred and fifty, and of the several acts amendatory thereof, may extend their road from its present termination at or near Arcade, in the county of Wyoming, to the line of the State of Pennsylvania, near Olean; and upon compliance with the next section of this act, the said company shall acquire all the rights and privileges, and be subject to the same obligations as though the said extension had been embraced in the original articles of association of the said company.

SEC. 2. Whenever the necessary additional subscription of the capital stock shall be made, which shall not be less than ten thousand dollars for every mile of road required to be constructed by such extension, and ten per cent paid thereon in good faith, and in cash, to the directors of said company, a certificate thereof containing a statement of the length of said proposed extension of the road, a copy of such subscription with the name, place of residence, and number of shares of stock each subscriber agrees to take in said company, and not embraced in the original articles of association of said company, shall be made and signed by at least three of the directors of said company, who shall endorse thereon their affidavit that the amount of stock required by this section has been in good faith subscribed, and ten per cent paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the said extension as a part of their road.

SEC. 3. Such certificate and affidavit may be filed in the office of the Secretary of State, who shall endorse thereon the day they are filed, and record the same in the book kept by him for the recording of articles of association of railroad corporations; and a copy of said certificate and affidavit filed and recorded in pursuance with this act or of the record thereof, and certified to be a copy by the Secretary of this State or his deputy, shall be presumptive evidence of the facts therein stated.

SEC. 4. The time for constructing said Buffalo and Allegheny Valley railroad is hereby further extended for the term of five years.

SEC. 5. This act shall take effect immediately.

Railroad Earnings--Monthly.

The earnings of the Milwaukee and Prairie du Chien Railroad in August, 1862, were \$76,162 80

Do., 1861..... 90,461 33

Decrease.....\$14,298 53

Total receipts for the year up to Aug.

31, 1862.....\$715,597 24

Total receipts for the year up to Aug.

31, 1861..... 642,627 75

Increase.....\$72,969 49

The earnings of the Cleveland and Pittsburgh

in August, 1862, were.....\$126,000 00

Do., 1861..... 85,163 00

Increase.....\$40,837 00

This makes the gain since Jan'y 1, \$202,000.

The whole earnings of the year 1862 now promise

about \$1,400,000.

The earnings of the Erie Railway for August,

1862, were.....\$609,880 79

Do., 1861..... 419,009 96

Increase.....\$190,870 83

The approximate earnings of the Pittsburgh, Fort Wayne and Chicago Railway during the

month of August ultimo, compared with the same

period last year, were as follows:

From— 1862. 1861.

Freights.....\$163,231 01 \$139,369 87

Passengers..... 93,556 87 88,461 37

Express..... 2,600 00 2,700 00

Mails..... 7,825 00 7,825 00

Rent of railway..... 7,083 33 7,083 33

Miscellaneous..... 574 83 2,591 72

Total.....\$274,871 04 \$248,031 29

Earnings, Jan'y 1, to

July 31.....1,933,828 03 1,556,850 86

Total to August 31.....\$2,208,699 07 \$1,804,882 15

Increase for August, \$26,839 75, or 10.8 per cent.

Average increase to Aug. 31, 1862, 22.4 per cent.

The earnings of the St. Louis, Alton and Chi-

cago Railroad in August, 1862, were.....\$95,358 00

Do., 1861..... 58,600 00

Increase.....\$36,758 00

The earnings of the Norwich and Worcester

Railroad for August, 1862, were.....\$38,426 16

Do., 1861..... 29,531 65

Increase.....\$8,894 51

The gain in four months over the same time in

1861 is \$30,772 20.

The receipts of the Housatonic Railway Com-

pany for August, 1862, are.....\$26,861 10

Do., 1861..... 20,386 07

Increase.....\$6,475 63

The increase in August, 1862, was, in freight,

\$4,326 25, and in passengers, \$2,148 78.

The Isthmus of Suez Canal.

The *Credit Minier* gives an account of the present state of the great work which is designed to connect the waters of the Mediterranean with those of the Red Sea. Fourteen dredges are employed in deepening a channel across Lake Menzalek, drawing up the mud and forming an embankment on each side six feet high. It is thought that the whole canal from one sea to the other, will be completed in 1863.

Advance in Railway Freights.

On and after the 20th inst., and until they are changed, the rates on all eastward bound freight on the Erie Railroad will be as follows, viz.:

| From Lake Erie Ports | First class per 100 lbs. | Second class per 100 lbs. | Third class per 100 lbs. | Fourth class per 100 lbs. | Flour in lots of 60 bbls. and over. | Wool in bbls. per 100 lbs. |
|----------------------|--------------------------|---------------------------|--------------------------|---------------------------|-------------------------------------|----------------------------|
| To New York. | 90 | 70 | 55 | 47½ | 95 | 80 |
| To Boston... | 100 | 78 | 60 | 52½ | 105 | 90 |
| From Buffalo | | | | | | |
| To New York. | 75 | 60 | 48 | 40 | 80 | 70 |
| To Boston... | 85 | 68 | 53 | 45 | 90 | 80 |
| From Dunkirk | | | | | | |
| To New York. | 80 | 63 | 51 | 41½ | 85 | 75 |
| To Boston... | 90 | 71 | 56 | 47½ | 95 | 85 |

On all freight coming from beyond the points named these rates will be charged on and after the date specified above, without regard to date of contract, "bill of lading," or contract price, and no abatement will be made or overcharge refunded on property in transit or in store, on or prior to the 20th inst.

Very respectfully yours,

B. W. BLANCHARD, General Freight Agent.

Detroit and Milwaukee Railroad.

A meeting of first and second mortgage bondholders of this company was recently held at the office of Messrs. Ashurst, Son and Morris, Old Jewry, London, Eng., for the purpose of receiving and considering the report of the bondholders' committee; Mr. Dillon was voted to the chair.

The CHAIRMAN explained that the bondholders had already funded five half-years' dividends. The fifth was due in November last; the sixth, due in May, was not funded, and they were asked to fund those coupons with others falling due in November next, and in May, 1863. The committee said they would do so provided they were allowed to take out a decree for a friendly foreclosure, with the understanding that it should be held over until November, 1863, and it appeared the Board of the Detroit and Milwaukee Company had assented to that proposition, but they were surprised to find that the Board of the Great Western of Canada would oppose that arrangement. He concluded by moving resolutions to the following effect:—

"That the meeting had learned with regret that the Board of the Great Western of Canada dissented from the agreement made with the Board of the Detroit and Milwaukee Railway Company, as mentioned in the report of the bondholders' committee, whereby the coupons for another year would have been funded as desired by the company, while the bondholders would have been in a position to enforce, if necessary, at the end of the year their rights as mortgagees without delay and expense; that the committee be requested to take all necessary steps to enforce the legal rights of the first and second bondholders in default of payment of the coupons which would be due in November next, unless in the meantime arrangements could be made satisfactory to the committee for carrying out the recommendation contained in the report; that the bondholders be invited to send their coupons due in November next to the committee with full authority to enforce or fund the same; that all expenses incurred by the committee be paid *pro rata* out of any moneys which might be received by the contemplated proceedings; and under the circumstances it was not advisable to entertain the scheme which had been proposed for the re-organization of the company."

Mr. Starling seconded the resolutions.

Mr. Morris explained the legal position of the bondholders, and also the position of the Great Western of Canada in respect of the Detroit and

Milwaukee Company; and after some observations from Mr. Austin, Mr. Quilter, and other bondholders, the resolutions were carried unanimously; and the proceedings concluded with a vote of thanks to the chairman.

The Necessary Conditions to National Unity.

The key-note of modern diplomacy is *interest*. All political questions, in fact, turn upon the same pivot. The object of all political organizations is fast coming to be the material well-being of society. No community can be long one, except where such interests are harmoniously adjusted, no matter how perfect may be all other conditions to complete unity.

It was a fancied conflict of interests that led to the rupture between the North and South. Differences in the social structure of the two sections necessarily placed them upon separate stand points. The North is now harmonious in its sentiments and ideas. The question deserving the greatest consideration is how can such harmony be maintained.

There is but one way—to superadd the tie of interest. This can only be done by works that shall give the highest possible value to the products of the industry of each section.

Such works already exist upon a scale never before executed or attempted. The great Lakes are connected with tide water by a canal having a depth of seven feet, with locks passing boats of 250 tons burdens. The canal descends for nearly its whole length toward the sea, so that but little is lost in rising above, or falling below an uniform plane. The capacity of this canal, in each direction is something like 5,000,000 tons. Such capacity, however, is already more than one-half reached. It would be exceeded but for the enormous tonnage of numerous and competing railroads, whose aggregate traffics are still larger than that of the canal. But capacious as this work is, the same necessity exists for quadrupling this capacity, as a means of reducing the present cost of transportation, that there was for the construction of the original work. No one can go west or to Chicago, even, and not be struck with the entire inadequacy of all the outlets yet provided for their teeming productiveness and commerce. He sees in the Western States the remarkable phenomenon of a capacity for the immediate and unlimited production of the cereals in ratio to the amount of capital and labor employed. Every country has its peculiar excellence or gift. France has that of wine; Italy, of silks; and England, of iron and coal. With entire freedom of trade each would enjoy a complete monopoly of production in what it excelled. In the same way, the valley of the Upper Mississippi has the gift of *food*. In cheapness of production England might as well attempt to compete with Cuba in the culture of sugar, as with Illinois in the production of wheat and Indian corn. Wheat there can be grown at a profit for 50 cents per bushel; while the market value of corn in very large sections of the State the past year, has been only ten cents per bushel. Every one of the 36,000,000 acres in the State may be said to be arable land, and every one in the highest degree fertile. Of course considerable areas are occupied by villages and cities; but if we estimate those applicable to farming at 30,000,000 of acres, their productive capacity in Indian corn, at 40 bushels per acre, would be 1,200,000,000 bushels, and 600,000,000 bushels in wheat, at 20 bushels to the acre. Of course the large extent stated cannot all be devoted to the two great crops of the State. Certain portions must be set apart for others, and for pasturage. With 15,000,000 acres, or less than one-half

the area of the State, devoted to wheat and corn, the product would be 600,000,000 bushels of the latter, and 300,000,000 bushels of the former. We shall not have to go far to find much greater areas which can be exclusively devoted to these crops. Iowa on the same belt of latitude with Illinois has nearly an equal surface, and is equally fertile and productive. Wisconsin, which has as large a territory is perhaps better adapted to the culture of wheat. So are Michigan and Minnesota. Ohio, Indiana, and Northern Missouri are capable of producing, under a higher culture to be sure, as much per acre as Illinois. The aggregate area of these States embracing only the Northern portion of Missouri, is fully 400,000 square miles, or 256,000,000 acres, to which may be added at least 100,000 square miles in the State of Kansas, and the territory of Nebraska and Decotah, which are only just beginning to be occupied by the advancing wave of human life in its grand march across the continent, but which will soon become densely settled States, provided a market can be had for the products of their soil. Adding these, the aggregate would be 500,000 square miles, or 320,000,000 acres, whose products must be provided with outlets by way of the great Lakes.

The peculiarity of the Prairie States consists in the applicability of labor-saving machines to agriculture, to prepare the soil for, and gather and secure the very first harvest raised. The soil of all is homogeneous in its character, more friable, naturally, than other soils can be made by the most patient and expensive culture, and has only to be turned over, to produce, year after year, the most abundant crops. Those of wheat, grass and oats are cut by machines with no more difficulty, the first, than succeeding years. These machines so abridge labor, that if a sufficient demand should exist, or what amounts to the same thing, could cost of transportation to a market be so reduced as to add 50 per cent to the value of the products, 500,000,000 bushels of corn could or would be raised in the West for exportation, as readily as 20,000,000 or 30,000,000 now are. The product of wheat would be increased in a similar ratio. The question is simply one of demand, or price. Capital united with labor can meet any possible demand, immediately, almost, just as the iron mines of England could easily meet any demand upon them. The difference in favor of the West is in the fact that, in Illinois for example, a year only would be required to double the crops, while many would be required, with the greatest stimulus of prices, to double the make of iron in England. The Prairie States are all ready for the plough, while their fertility is the work of all time. It requires nearly two generations to clear a heavily wooded country, like New York, and to prepare its soil for the use of labor-saving machines. A timber country always requires a large amount of draining, and mixtures of soils, to render it highly productive, for the reason that the subsoil is either clay, or compact gravel or marl. The open soil of the prairies possesses all the conditions for self-drainage. The absence of forests upon them is owing to the fact that the soil is not compact enough to hold the roots of trees, which are overturned by the winds.

It is in the soil of the States named that lies locked up, for want of adequate means of conveyance, a wealth far greater than that possessed by all other nations. With such, this wealth can be made immediately available. Such means on the East are the enlargement of the Erie Canal, so as to take the largest class vessels navigating the lakes. A similar

work must be constructed, connecting these lakes with the Mississippi river. When completed, they would more than double the value of Western products to the growers, and would accomplish all they could wish or desire for their material advantage. Such works would unite the East and West by an indissoluble tie. They would render the lower Mississippi river entirely superfluous, even should it be opened. They would render, beyond all competition, the United States the granary of the world, and would create a dependence of other nations upon us, for food, which would be a lasting bond of peace. They would enable us to utilize our resources both East and West in the highest degree, and would supply every condition that could promote the public welfare, drawing us together in the first place by the ties of interest, which could not fail to have added to them those of mutual sympathies and congeniality in all that can unite and consolidate a people. —Hallett's Financial Circular.

Milwaukee and Prairie du Chien Railway.

The receipts of this road for the year up to August 31st, were \$715,597 24; for the corresponding period of 1861, they were \$642,627 75, an increase in eight months of \$72,969 49.

The trustees give notice that the company have made the payment of \$13,000 due the sinking fund, October 1, 1862, and that they have designated by lot for payment, as required by the trust deed, the following Mortgage Bonds, viz:

Numbers 16, 395, 579, 600, 662, 1,325, 1,685, 1,974, 1,977, 2,037, 2,299, 2,398, 2,516, 2,517. The holders of these bonds can receive payment at par and interest on presenting them at the office of W. Schall & Co., No. 58 Exchange Place, New York. Interest on the above bonds will cease Jan. 1, 1863.

Annexed is the report of the trustees to the bondholders of the present condition of the trust:

At the organization of the Company, they were indebted to us, in trust for you, the sum of \$2,556,000; of this indebtedness, there has been cancelled, previous to October 1st, 1862, \$89,000.

The Company covenant to pay to us, as your Trustees, "such sum of money as will amount to the difference between \$204,480, (the interest on \$2,556,000 at 8 per cent,) and 7 per cent interest for each year, on the outstanding Mortgage Bonds," payable on the 1st day of April and October in each year; the first payment, \$13,000, to become due October 1st, 1862.

The balance now due us, in trust for you, is \$2,445,000—that is, \$102,000 of said Bonds, so far as the Company is concerned, have been cancelled or their payment provided for. This amount is secured by a first and only Mortgage on all the property of the Company, (235 miles of R. R. &c.) They earned in 1861, net \$436,039, gross \$1,108,354.

The next payment for the Sinking Fund, due April 1, 1863, will be \$16,350.

This issue of 7 per cent bonds, originally, \$2,556,000, besides having the certain advantage of an accumulative sinking fund, which must absorb the whole issue by the 1st of October, 1889, is also convertible into the 8 per cent preferred stock of the Company. Each \$1,000 bond thus converted, will increase the annual payment to the Sinking Fund \$70.

| | |
|--|-------------|
| Annual interest at 7 per cent on bonds | |
| and payments due Sinking Fund | \$204,480 |
| Amount of mortgage | 2,556,000 |
| Canceled in advance of Sinking Fund | 89,000 |
| Total | \$2,467,000 |
| Now drawn for cancellation | 13,000 |
| Leaving outstanding | \$2,454,000 |

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

| Description. | Amount. | Intere. | Due. | Price. | Description. | Amount. | Intere. | Due. | Price. |
|--|-------------|---------|---------|--------|--|------------|---------|---------|--------|
| UNITED STATES LOANS. | | | | | Pennsylvania—Coupon Bonds (1st January, 1862-- | | | | |
| Registered Bonds Under Act 15th April, 1842 | \$2,833,364 | 6 | 1862 | 102 | —Inscribed Certificates | 37,687,760 | 5 | '61-'82 | 92 |
| Coupon Bonds Under Act 25th June, 1847 | 9,415,250 | 6 | 1862 | 102 | — " " " " | 400,630 | 5 | '61-'82 | 89 |
| Registered Bonds Under Act 31st December, 1848 | 8,908,842 | 6 | 1867 | 99 | — " " " " | 385,200 | 4 | '63-'82 | — |
| Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850 | 3,461,000 | 6 | 1868 | 99 | — " " " " | 100,000 | 4 | 1877 | — |
| Registered Bonds Under Act 14th June, 1858 | 20,000,000 | 5 | 1868 | 99 | — War Loan (15 May, 1861) | 2,612,150 | 6 | 1877 | — |
| Coupon Bonds (Oregon War Debt), Under Act June, 1861 | 307,900 | 5 | 1868 | 95 | South Carolina—Inscribed Certificates | 1,708,017 | 6 | '68-'90 | — |
| Registered Bonds Under Act 8th Feb. and 17th Mar., 1861 | 50,000,000 | 5 | 1874 | 90 | — Coupon Bonds (sterling) | 484,444 | 6 | 1868 | — |
| Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug. '61 | 55,000,000 | 7.3 | 1874 | 90 | — " (R. R.) | 1,310,000 | 6 | 1877 | — |
| Treasury Bonds (coupon) Under Act 25th February, 1862; re- | 53,000,000 | 7.3 | 1874 | 90 | Rhode Island—War Loan (1861) | 100,000 | 5 | 1863 | — |
| Coupon Bonds Under Act 25th February, 1862; re- | 20,000,000 | 6 | 1881 | 100 | Tennessee—Coupon Bonds (banks) | 1,125,000 | 5 | Var. | — |
| Treasury Notes | 7,757,600 | 6 | 1881 | 100 | — " (Internal Improvement) | 2,083,606 | 5 | Var. | — |
| Under Acts 26 June, '60, and 8 Feb. and 2 March, '61 | 10,000,000 | 6 | 1881 | 100 | — " (R. R.) | 12,193,000 | 6 | Var. | 50 |
| Under Acts 17 J'y & 5 Aug. '61 & 17 Mar. '62; convert into 20 | 50,000,000 | 6 | 1881 | 100 | — War Loan (1861) | 175,000 | 6 | 1881 | — |
| Under Acts 17 J'y & 5 Aug. '61 & 17 Mar. '62; y'r b'ds due '81 | 50,000,000 | 6 | 1881 | 100 | Vermont—Inscribed Certificates | 404,000 | 5 | Var. | — |
| Certificates of Deposit, under Acts 26 Feb. & 17 March, 1862 | 50,000,000 | 6 | 1881 | 100 | — War Loan (1861) | 18,204,642 | 6 | Var. | — |
| Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862 | 100,000,000 | 6 | 1882 | 104 | Virginia—Inscribed Certificates | 12,624,500 | 5 | '85-'93 | 56 |
| [N. R.—Sinking Fund: 1 per cent. per annum (in coin) on | | 6 | 1882 | 104 | — " (Sinking Fund) | 1,865,000 | 5 | 1892 | — |
| the aggregate debt. Interest payable in coin. Treasury | | 6 | 1882 | 104 | — " (Sterling) | 100,000 | 6 | Var. | — |
| Notes (except those of 1862 which are not usable for customs) | | 6 | 1882 | 104 | Wisconsin—Inscribed Certificates | 1,000,000 | 5 | '77-'86 | — |
| payable for all public dues to the United States.] | | 6 | 1882 | 104 | — War Loan: Coupon B'ds (\$100, \$500, and \$1,000) | 150,000 | 5 | '64-'74 | — |
| STATE LOANS. | | | | | CITY LOANS. | | | | |
| Alabama—Coupon Bonds | 3,423,000 | 5 | 1877 | — | Albany—Coupon Bonds, (municipal) | 265,000 | 6 | '62-'76 | — |
| Arkansas—Coupon Bonds | 1,471,000 | 6 | 1868 | — | — " " " (Alb. Northern R. R.) | 300,000 | 6 | 1879 | — |
| California—Sinking Fund Coupon (Civil) Bonds | 3,824,000 | 7 | 1868 | 100 | — " " " (S. F.) Bonds (Water Works) | 850,000 | 6 | '70-'81 | — |
| Georgia—Coupon Bonds | 292,242 | 7 | 1868 | 100 | — " " " (S. F.) (Western R. R.) | 1,000,000 | 6 | '69-'76 | — |
| Connecticut—Coupon War Bonds of 1861 | 2,000,000 | 6 | 1881 | 107 | Alleghany—Coupon (S. F.) Bonds | 400,000 | 4 | — | — |
| Illinois—Liquidation Bonds of 1849 | 2,073,750 | 6 | '62-'74 | 78 | Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.) | 1,000,000 | 6 | 1886 | 103 |
| —Internal Improvement Certificates of 1837 | 250,890 | 6 | '62-'74 | 78 | — " " " (Balt. & Ohio R. R.) | 5,000,000 | 6 | — | — |
| —Interest Bonds: new Int. Improvement Stock | 2,048,357 | 6 | 1870 | 98 | — " " " (Water Works) | 3,400,000 | 6 | — | — |
| —Interest Stock of 1857 | 1,382,966 | 6 | 1877 | 97 | — " " " (Bank Stock) | 553,966 | 6 | — | — |
| —New Refunded Stock of 1859 | 786,223 | 6 | '60-'77 | 97 | — " " " (Improvement Stock) | 4,963,215 | 6 | — | — |
| —University Fund Interest Bonds of 1861 | 1,792,000 | 6 | 1879 | 101 | Boston—Coupon (S. F.) Bonds (Municipal) | 2,412,576 | 5 | Var. | — |
| —War Fund Bonds of 1861 | 1,020,400 | 6 | 1879 | 98 | — " " " (Water Works) | 6,243,680 | 5 | Var. | — |
| —Illinois and Michigan Canal Stock, registered | 2,224,764 | 6 | 1870 | 99 | Chicago—Coupon Bonds (Municipal) | 860,000 | 6 | 18-- | — |
| — " " " not registered | 1,525,655 | 6 | 1860 | 94 | — " " " (Sewerage) | 609,000 | 7 | 18-- | — |
| Indiana—Inscribed Certificates (State) | 5,322,000 | 5 | 18-- | 80 | — " " " (Water Works) | 822,000 | 7 | 18-- | — |
| — " " " (special) Certificates | 2,054,298 | 24 | 18-- | 58 | New York—Public Building Stock, No. 3 | 1,133,000 | 5 | 1868 | — |
| — " " " (special) Certificates | 4,079,500 | 5 | 18-- | — | — " " " Tompkin's Market Stock | 250,000 | 5 | 1873 | — |
| —Deferred Certificates (State) | 1,216,737 | 5 | 18-- | — | — " " " Central Park Fund Stock | 3,058,000 | 6 | 1887 | 103 |
| —Deferred (special) Certificates (State) | 1,242,500 | 5 | 18-- | — | — " " " Improvement Fund Stock | 720,000 | 5 | 1898 | — |
| —Coupon (War Fund) Bonds S. F. | 479,076 | 6 | 1881 | 96 | — " " " Public Education Stock | 3,500,000 | 6 | 1876 | — |
| Iowa—Inscribed Certificates | 200,000 | 7 | 1868 | — | — " " " Floating Debt Fund Stock | 2,140,000 | 5 | 1887 | — |
| —War Loan: Coupon Bonds | 800,000 | 7 | 1876 | — | — " " " Union Defence Fund Redemption Bonds | 150,000 | 5 | 1873 | — |
| Kentucky—Coupon Bonds (State) | 4,879,244 | 6 | '68-'72 | 95 | — " " " Vol. Soldiers' Family and Fund Bonds | 2,320,000 | 5 | 1878 | — |
| — " " " (banks) | 600,000 | 5 | 18-- | — | Pittsburg, Pa.—Coupon Bonds (R. R.) | 1,800,000 | 6 | '69-'83 | — |
| — " " " (bank) | 1,515,000 | 5 | 1862 | — | St. Louis, Mo.—Coupon Bonds (R. R.) | 1,599,000 | 6 | '71-'75 | — |
| Louisiana—Coupon Bonds (State) | 2,064,300 | 6 | Var. | 66 | — " " " (Municipal) | 1,136,200 | 6 | '61-'80 | — |
| — " " " (bank) | 5,298,533 | 6 | Var. | — | — " " " (Buildings, etc.) | 532,000 | 6 | '66-'96 | — |
| — " " " (railroads) | 2,447,000 | 6 | Var. | — | — " " " (Sewers) | 425,000 | 6 | '70-'88 | — |
| —War Debt: Bank Loans | 670,000 | 6 | Var. | — | — " " " (Improvement Old Limits) | 260,000 | 6 | '71-'87 | — |
| Maine—Coupon Bonds | 609,000 | 6 | Var. | 107 | — " " " (Water Works) | 497,000 | 6 | '71-'83 | — |
| —War Loan of 1861 | 5,964,251 | 6 | Var. | 103 | — " " " (Harbor Improvement) | 239,000 | 6 | '63-'86 | — |
| Maryland—Inscribed Certificates | 8,557,222 | 5 | Var. | 104 | — " " " (Wharf Improvement) | 166,000 | 6 | '67-'81 | — |
| — " " " (sterling) | 2,509,000 | 6 | 1870 | 103 | San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal) | 1,354,300 | 10 | 1871 | — |
| Massachusetts—Inscribed Certificates (Public Buildings) | 1,289,000 | 5 | '61-'72 | — | — " " " (Fire) | 178,500 | 10 | 1866 | — |
| — " " " of 1861 (funding) | 63,000 | 5 | '68-'72 | — | — " " " (City and County) | 329,000 | 6 | 1875 | — |
| — " " " of 1861 | 247,000 | 5 | '71-'76 | — | Troy, N. Y.—Coupon Bonds (Union Railroad) | 1,134,500 | 6 | 1888 | — |
| —Union Fund Loan of 1861 | 2,217,500 | 5 | 1863 | 95 | — " " " " " | 500,000 | 6 | 1863 | — |
| —Inscribed Certificates (loans to R. R. Co's) | 5,824,435 | 6 | 1878 | 95 | — " " " " " | 180,000 | 6 | 1867 | — |
| Michigan—Coupon Bonds | 2,006,177 | 6 | 1878 | 95 | COUNTY LOANS. | | | | |
| — " " " (banks) | 216,000 | 6 | 1881 | 100 | Alleghany, Pa.—Coupon Bonds (R. R.) | 2,300,000 | 6 | Var. | — |
| — " " " (bank) | 449,100 | 6 | 1887 | 98 | Athens, O.—Coupon Bonds (R. R.) | 200,000 | 6 | 1874 | — |
| — " " " (loans to Railroad Companies) | 2,275,000 | 7 | 1883 | — | Belmont, O.—Coupon Bonds | 78,000 | 7 | 1862 | — |
| Minnesota—Coupon Bonds (State) | 2,000,000 | 6 | '41-'71 | — | Clinton, O.—Coupon Bonds | 201,417 | 6 | 18-- | — |
| — " " " (loans to Railroad Companies) | 439,000 | 6 | '61-'72 | — | Jefferson, O.—Coupon Bonds | 285,000 | 7 | 18-- | — |
| Mississippi—Coupon Bonds | 100,000 | 6 | '63-'83 | — | Muskingum, O.—Coupon Bonds | 564,000 | 7 | 18-- | — |
| — " " " (loans to Railroads) | 23,101,000 | 6 | '72-'80 | 47 | New York, N. Y.—County Court House Stock | 250,000 | 6 | '75-'78 | — |
| New Jersey—Inscribed Certificates | 164,750 | 6 | Var. | — | Pickaway, O.—Coupon Bonds | 201,000 | 7 | 18-- | — |
| — " " " (sterling) | 531,830 | 6 | '61-'62 | 103 | Rose, O.—Coupon Bonds | 343,880 | 7 | 18-- | — |
| — " " " (new) | 9,739,025 | 6 | '64-'65 | 103 | Scioto, O.—Coupon Bonds | 110,000 | 7 | 18-- | — |
| — " " " (misc.) | 642,585 | 6 | '65-'66 | 103 | Washington, O.—Coupon Bonds | 200,000 | 7 | 1868 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | CANAL LOANS. | | | | |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Chesapeake & Delaware: 1st Mortgage Coupon Bonds | 2,657,343 | 6 | 1886 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Delaware Division: 1st Mortgage Coupon Bonds | 800,000 | 6 | 1878 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Delaware & Hudson: Coupon (S. F.) Bonds | 1,500,000 | 7 | '63-'65 | 100 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Erie of Pennsylvania: 1st Mortgage Coupon Bonds | 752,000 | 7 | 1865 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " Interest Certificates | 161,990 | 5 | 1865 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Illinois & Michigan: State Stock Registered | 2,224,764 | 6 | 1861 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds | 829,172 | 6 | 1870 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " Unsecured Bonds | 2,773,726 | 6 | '63-'65 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Monongahela Navigation: Mortgage Bonds | 182,000 | 6 | 1870 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Morris: 1st Mortgage Coupon Bonds | 655,260 | 6 | 1876 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | North Branch: 1st Mortgage Coupon Bonds | 590,000 | 6 | 1876 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Schenck Navigation: 1st Mortgage Coupon Bonds | 1,764,330 | 6 | 1872 | 89 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " 2d " " " | 3,980,670 | 6 | 1882 | 68 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " Improvement " " " | 586,500 | 6 | 1870 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Susquehanna & Tide-Water: State (Md.) Bonds, Sterling | 1,000,000 | 5 | 1864 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " 2d Mortgage Bonds, Coupon | 993,000 | 6 | 1878 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " Preferred Interest Bonds | 227,569 | 6 | 1864 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Union, Pa.: 1st Mortgage Coupon Bonds | 2,500,000 | 6 | 1883 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds | 450,000 | 6 | 1878 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Wyoming: 1st Mortgage Coupon Bonds | 887,000 | 6 | 1878 | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | PREFERRED AND GUARANTEED RAILROAD STOCKS. | | | | |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Erie Preferred | 8,000,000 | 8 | — | 74 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Housatonic Preferred | 1,180,000 | 8 | — | — |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Michigan Southern & Northern Indiana, guaranteed | 2,893,000 | — | — | 64 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Milwaukee & Prairie du Chien, 1st preferred | 1,096,000 | — | — | 94 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | — " " " 2d " " " | 1,086,000 | — | — | 77 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | New York & Harlem, Preferred | 1,600,000 | — | — | 41 |
| — " " " (floating) | 2,500,000 | 6 | '72-'75 | 115 | Philadelphia & Reading, Preferred | 1,651,800 | 7 | — | — |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var," that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|--------------------------------------|-----------|-----------|---------|--------|---|-----------|-----------|---------|---------|---------------------------------------|------------|-----------|---------|---------|
| Alabama and Florida: | | | | | Chicago and Northwestern: | | | | | Galena and Chicago Union: | | | | |
| Mortgage | \$300,000 | 7 | 1867 | | 1st Mortgage (preferred) | 1,250,000 | 7 | | 98 1/2 | 1st Mortgage Coupon | 1,971,000 | 7 | '62-'68 | 104 1/2 |
| Convert. (guar. by Dir.) | 150,000 | 7 | 1863 | | 1st Mortgage (general) | 3,600,000 | 7 | | 70 | 1st Mortgage (Extended) | 22,000 | 7 | 1882 | 104 1/2 |
| Alabama and Miss. Rivers: | | | | | Bonds issued for coupons of do. | 756,000 | 7 | | 88 | 2d Mortgage (S. F.) Coupon | 1,411,000 | 7 | 1875 | 93 1/2 |
| State (Ala.) Loan | 123,171 | 7 | | | 2d Mortgage | 2,000,000 | 6 | | 30 1/2 | *Great Western, Ill.: | | | | |
| Mortgage | 109,500 | 7 | | | Appleton Extension Bonds | 184,000 | 7 | | 105 | 1st Mortgage Eastern Division | 1,000,000 | 10 | | |
| Alabama and Tenn. Rivers: | | | | | Flagg Trust Bonds | 245,000 | 8 | | | " Western " | 1,350,000 | 7 | | |
| 1st Mortgage convertible | 833,000 | 7 | 1872 | | Cincinnati, Hamilton and Dayton: | | | | | Hannibal and St. Joseph: | | | | |
| 2d Mortgage | 225,705 | 8 | 1864 | | 1st Mortgage | 394,000 | 7 | 1867 | 100 | Missouri State Loan (1st Lien) | 3,000,000 | 6 | | 38 |
| Albany, Vt. and Canada: | | | | | 2d Mortgage | 950,000 | 7 | 1880 | 96 | Land Security | 5,000,000 | 7 | 1881 | 50 |
| 1st Mortgage | 500,000 | 7 | 1867 | | *Cincinnati, Wilm. and Zanesville: | | | | | Mortgage (convertible) | 1,300,000 | 7 | 1883 | |
| Albany and West Stockbridge: | | | | | 1st Mortgage | 1,300,000 | 7 | 1869 | | Mortgage (not convertible) | 1,200,000 | 7 | 1889 | |
| Albany City (S. F.) | 1,000,000 | 6 | '66-'76 | | 2d Mortgage | 574,000 | 7 | | | Harrisburg and Lancaster: | | | | |
| Androscoggin and Kennebec: | | | | | 3d Mortgage | 153,000 | 7 | | | New Dollar Bonds | 661,000 | 6 | 1883 | 108 |
| Million Dollar Loan | 468,600 | 6 | '61-'64 | 70 | Income | 250,500 | 7 | | | Hartford and New Haven: | | | | |
| \$1,100,000 Loan | 538,100 | 6 | 1890 | 79 | Tunnel Right | 1,000,000 | 7 | | | 1st Mortgage | 927,000 | 6 | 1873 | 99 |
| Stock, convert. (Coupon) | 710,000 | 6 | '63-'66 | | Cleveland and Mahoning: | | | | | Housatonic: | | | | |
| Atlantic and Great Western: | | | | | 1st Mortgage | 850,000 | 7 | | 90 | 1st Mortgage | 200,000 | 7 | 1877 | |
| Penn. Division, 1st Mortgage | 2,500,000 | 7 | 1877 | 77 | 2d Mortgage | 469,000 | 7 | | | Houston and Texas Central: | | | | |
| Ohio " 1st Mortgage | 4,000,000 | 7 | 1875 | 77 | 3d Mortgage | 344,100 | 8 | | | State (1st Lien) Loan | 210,000 | | | |
| N. York " 1st Mortgage | 1,250,000 | 7 | 1879 | 80 | Clev., Painesville and Ashtabula: | | | | | Mortgage | 125,000 | 7 | 1866 | |
| Atlantic and St. Lawrence: | | | | | 1st Mortgage | 564,000 | 7 | 1861 | 99 | Hudson River: | | | | |
| Dollar Bonds (Coupon) | 988,000 | 6 | 1866 | | 2d Mortgage | 303,000 | 7 | 1862 | | 1st Mortgage | 4,000,000 | 7 | '69-'70 | 113 1/2 |
| Sterling Bonds (Coupon) | 484,000 | 6 | 1878 | 97 | Special (Sunbury and Erie) | 500,000 | 7 | 1874 | | 2d Mortgage (S. F.) | 2,000,000 | 7 | 1883 | 110 |
| City of Portland Loan (Coups.) | 1,500,000 | 6 | '68-'70 | | Convertible Scrip | 300,000 | 7 | 1880 | | 3d Mortgage | 1,840,000 | 7 | 1875 | 97 1/2 |
| Baltimore and Ohio: | | | | | Cleveland and Pittsburg: | | | | | Convertible | 1,002,000 | 7 | 1867 | 92 |
| Maryland Sterling | 3,000,000 | 6 | 1838 | | 1st Mortgage (Main Line) | 800,000 | 7 | 1860 | 98 | Illinois Central: | | | | |
| Mortgage Coupon | 2,500,000 | 6 | 1886 | 93 1/2 | 2d Mort. (M. L.) or 1st Extension | 1,188,000 | 7 | 1873 | 92 | Optional Right bonds | 38,000 | 7 | 1868 | |
| " " | 700,000 | 6 | 1880 | 94 1/2 | 3d Mort. (M. L.) or 2d Extension | 1,165,000 | 7 | 1875 | 82 | Construction | 10,798,500 | 7 | 1875 | 102 1/2 |
| " " | 1,128,500 | 6 | 1875 | 95 | 4th Mort. (M. L.) or 3d Extension | 1,154,000 | 7 | | 62 1/2 | Construction | 4,115,000 | 6 | 1875 | 102 1/2 |
| " " | 1,000,000 | 6 | 1867 | 99 1/2 | Clev., Columbus and Cin.: | | | | | Eight per cent. bonds | 326,000 | 8 | 1865 | |
| Balt. City Loan | 5,000,000 | 6 | 1890 | | 1st Mortgage, Coupon | 509,000 | 7 | '64-'90 | | Indiana Central: | | | | |
| Bellefontaine and Ind. (1 Jan. '60): | | | | | Cleveland and Toledo: | | | | | 1st Mortgage (convertible) | 600,000 | 7 | 1866 | |
| 1st Mortgage convertible | 791,000 | 7 | 1866 | 55 | 1st Mortgage | 299,000 | 7 | 1867 | 65 | 2d Mortgage | 284,500 | 10 | | |
| 2d Mortgage | 157,000 | 7 | 1870 | | 2d Mortgage | 219,000 | 7 | 1872 | 65 | Income | 281,600 | 10 | | 75 |
| Boliviere Delaware: | | | | | 3d Mortgage | 221,000 | 7 | 1862 | | Indianapolis and Cincinnati: | | | | |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | 1877 | | Tol., Nor. and Clev. 1st Mort. | 521,000 | 7 | 1863 | 75 | 1st Mortgage | 500,000 | 7 | 1866 | 85 |
| 2d Mortgage (do.) | 500,000 | 6 | 1885 | | Tol., Nor. and Clev. 2d Mort. | 293,200 | 7 | 1863 | 75 | 2d Mortgage | 400,000 | 7 | | 85 |
| 3d Mortgage (do.) | 581,000 | 6 | 1877 | | Income | 27,500 | 7 | 1862 | | Real Estate Mortgage | 200,000 | 7 | 1868 | 68 |
| Black River and Utica: | | | | | C. and T. Income Mortgage | 104,400 | 7 | 1863 | 75 | Ind., Pittsb. and Clev. (1 Jan. '60): | | | | |
| 1st Mortgage | 370,000 | 7 | 1869 | | C. and T. Income (convertible) | 174,000 | 7 | 1864 | | 1st Mortgage | 650,500 | 7 | 1870 | |
| Boston Concord and Montreal: | | | | | C. and T. Income (convertible) | 256,000 | 7 | 1864 | | 2d Mortgage | 514,000 | 7 | | |
| 1st Mortgage | 200,000 | 6 | 1870 | | C. and T. Dividend (convert.) | 161,495 | 7 | 1865 | 75 | Jeffersonville: | | | | |
| 2d Mortgage | 300,000 | 7 | 1870 | 91 1/2 | C. and T. Income (convertible) | 39,000 | 7 | 1870 | | 1st Mortgage | 272,000 | 7 | 1861 | 75 |
| 3d Mortgage Coupons | 150,000 | 6 | | | C. and T. (S. F.) Mortgage | 1,545,000 | 7 | 1885 | 97 | 2d Mortgage | 392,000 | 7 | 1873 | 70 |
| 4th Mortgage Coupons | 200,000 | 7 | | | Columbus and Xenia: | | | | | *Kennebec and Portland: | | | | |
| Sinking Fund | 200,000 | 6 | | | Dividend (due 1860, '61, '62, '66) | 115,900 | | var. | 93 1/2 | 1st Mortgage (City and Town) | 800,000 | 6 | 1870 | |
| Boston and Lowell: | | | | | Connecticut River: | | | | | 2d Mortgage | 230,000 | 6 | 1861 | |
| Mortgage | 440,000 | 6 | 1873 | | Mortgage | 250,000 | 6 | 1878 | | 3d Mortgage | 250,000 | 6 | 1862 | |
| Buffalo, New York and Erie: | | | | | Connecticut and Passump. Rivers: | | | | | *Kentucky Centr. (Conv. and Lex.): | | | | |
| 1st Mortgage coupon | 2,000,000 | 7 | 1877 | 90 | 1st Mortgage | 800,000 | 6 | 1876 | 95 | 1st Mortgage | 160,000 | 6 | | |
| 2d Mortgage coupon | 380,000 | 7 | | | 2d Mortgage | 161,800 | 8 | | | 2d Mortgage | 290,000 | 7 | | |
| Buffalo and State Line: | | | | | 3d Mortgage | 109,500 | 8 | | | 2d Mortgage (convertible) | 1,000,000 | 7 | | |
| 1st Mortgage | 500,000 | 7 | 1868 | 106 | Dayton and Michigan (1 Ap. '60): | | | | | 3d Mortgage | 600,000 | 7 | | |
| Income \$ in '50, \$ in '62 | 200,000 | 7 | var. | | 1st Mortgage | 300,000 | 8 | | | Guaranteed by Covington | 200,000 | 6 | | |
| Unsecured | 200,000 | 7 | 1864 | | 2d Mortgage | 2,212,000 | 8 | | | Cincinnati (exchanged) | 100,000 | 6 | | |
| Special Erie and North-East | 149,000 | 7 | | | Dayton and Western: | | | | | Keokuk, Ft. D. Moines and Minn.: | | | | |
| Burlington and Missouri: | | | | | 1st Mortgage | 300,000 | 7 | | 50 | City of Keokuk, 20 years | 400,000 | 8 | | |
| 1st Mort. on 1st Division | 590,000 | | | | 2d Mortgage | | | | 40 | City of Keokuk, (special tax) | 150,000 | 10 | | |
| Cairo and Fulton (Mo.): | | | | | Delaware: | | | | | Lee County, 20 years | 150,000 | 8 | | |
| State (Mo.) Loan | 650,000 | 6 | '78-'79 | | 1st Mortgage | 500,000 | | | 91 | Keokuk, Mt. Pleasant and Muscat. | 150,000 | 8 | | |
| Camden and Amboy: | | | | | Guaranteed | 65,000 | | | | Lee County | 200,000 | 8 | | |
| Mortgage | 367,000 | 6 | 1864 | 99 1/2 | State Loan | 170,000 | | | | Henry and Louisa Company's | 50,000 | 8 | | |
| Mort. (chgd from Sterlg) | 888,000 | 5 | 1864 | 99 1/2 | Delaware, Lackawanna and W'n: | | | | | Lehigh Valley: | | | | |
| Mortgage | 800,000 | 6 | 1849 | | 1st Mortgage | 900,000 | | 1871 | 103 | 1st Mortgage | 1,500,000 | 6 | 1870 | 108 |
| Mortgage | 1,700,000 | 6 | 1875 | 84 1/2 | 1st Mortgage (E. Extension) | 1,499,000 | | 1875 | 111 | La Crosse and Milwaukee: | | | | |
| Sterling (\$210,000) | 1,008,000 | 5 | 1864 | | 2d Mortgage | 2,516,500 | | 1881 | 108 | 1st Mortgage (Eastern Div.) | 903,000 | † | | 89 |
| Sterling (\$225,000) | 1,030,000 | 6 | 1864 | | Income (due 1862, '65 and '67) | 14,101 | | var. | 88 | 2d Mortgage (Eastern Div.) | 1,000,000 | † | | |
| New Loan (iss'd \$337,000) | 2,500,000 | 6 | 1887 | | Detroit and Milwaukee: | | | | | 1st Land Grant (Western Div.) | 4,000,000 | † | | 23 1/2 |
| *Catawissa: | | | | | 1st Mortgage (convertible) | 2,500,000 | 7 | 1875 | 60 | 2d Land Grant (Western Div.) | 353,600 | † | | 23 1/2 |
| 1st Mortgage | 1,500,000 | 7 | 1865 | 32 | 2d Mortgage | 1,000,000 | 8 | 1866 | | 3d Mortgage (whole road) | 1,700,000 | † | | |
| Cayuga and Susquehanna: | | | | | 3d Mortgage (convertible) | 750,000 | 10 | 1863 | | Farm Mortgage | 1,087,700 | † | | |
| 1st Mortgage | 300,000 | 7 | 1865 | | 4th Mortgage (G. W. R. R.) | 500,000 | 8 | | | Unsecured Bonds | 1,785,000 | † | | |
| Central of Georgia: | | | | | Dubuque and Pacific: | | | | | Lexington and Frankfort: | | | | |
| Mortgage | 86,067 | 7 | 1863 | | New Construction | 800,000 | | | | Mortgage, due 1864, '69 and '74 | 130,000 | 6 | | |
| Central of New Jersey: | | | | | Dubuque Western: | | | | | Little Miami: | | | | |
| 1st Mortgage | 1,400,000 | 7 | '65-'70 | 112 | 1st Mortgage | 344,000 | † | | | Mortgage (Coupon) | 1,300,000 | 6 | 1883 | 91 |
| 2d Mortgage | 600,000 | 7 | 1875 | 105 | Eastern (Mass.): | | | | | Long Island: | | | | |
| Central Ohio: | | | | | Income (due \$75,000 annually) | 275,000 | 6 | var. | 100 1/2 | 1st Mortgage | 500,000 | 6 | 1870 | 92 |
| 1st Mortgage W. Div. | 450,000 | 7 | 1861 | 81 | 2d Mortgage (convertible) | 710,000 | 5 | '62-'72 | 98 | Extension Bonds | 175,000 | 7 | 1890 | 100 |
| 1st Mortgage E. Div. | 800,000 | 7 | 1864 | 80 | 3d Mortgage (convertible) | 450,000 | 6 | 1874 | 104 | Long Dock Co.: | | | | |
| 2d Mortgage | 800,000 | 7 | 1865 | 80 | 1st M. (State) \$75,000 a y'r after '64 | 500,000 | 5 | var. | | Mortgage Bonds | 500,000 | 7 | 1882 | |
| 3d Mortgage (S. F.) | 950,000 | 7 | 1885 | | East Tennessee and Georgia: | | | | | Mortgages on Land | 473,809 | 7 | | |
| 4th Mortgage (S. F.) | 1,365,900 | 7 | 1876 | 15 | State, 1st Mortgage | 970,000 | | | | Louisville and Frankfort: | | | | |
| Charleston and Savannah: | | | | | Endorsed by State of Tennessee | 150,000 | | | | Louisville Loan | 174,000 | | | |
| 1st Mortgage (endorsed) | 510,000 | 6 | | | Mortgage (ordinary) | 790,688 | | | | 1st Mortgage | 248,000 | | | |
| 2d Mortgage | 1,000,000 | 7 | | | East Tennessee and Virginia: | | | | | Louisville and Nashville: | | | | |
| Cheshire: | | | | | State, 1st Lien | 1,602,000 | | | | State (Tenn.), 1st Lien | 300,000 | 6 | | |
| Mort. (1860, '63, '75, and '77) | 786,400 | 7 | var. | | Endorsed by State of Tennessee | 200,000 | | | | 1st Mortgage | 2,000,000 | 7 | | |
| Chicago, Burlington & Quincy: | | | | | 1st Mortgage (after State) | 100,000 | | | | Lebanon Branch 1st Mortgage | 400,000 | 7 | var. | |
| Consolidated 1st Mort. (S. F.) | 2,172,000 | 8 | 1883 | 112 | Redeemable in Stock | 66,950 | | | | Memphis Branch 1st Mortgage | 500,000 | 7 | var. | |
| Consolidated 2d Mort. (S. F.) | 813,000 | 8 | 1890 | 108 | Eaton and Hamilton: | | | | | McMinnville and Manchester: | | | | |
| Chic. and Aur. 1st Mort. | 399,000 | 7 | 1867 | | 1st Mortgage | 757,734 | † | var. | | State (Tenn.) | 372,000 | 6 | | |
| Chic. and Aur. 2d M. (S. F.) | 303,000 | 7 | 1869 | | Erie and North-East: | | | | | Mortgage | 24,000 | 7 | | |
| Cent. Mil. Tr. 1st Mort. | 392,000 | 7 | 1864 | | Exchanged for Buff. and St. L. | 149,000 | | | | Mortgage | 10,000 | 6 | | |
| Cent. M. T. 2d M. (Conv.) | 245,000 | 8 | 1868 | | Florida: | | | | | Madison and Indianapolis: | | | | |
| Chicago, Alton and St. Louis: | | | | | Internal Improvement (State) | 1,655,000 | 7 | 1891 | | Mortgage | 600,000 | 7 | 1861 | 83 |
| 1st Mortgage | | | | | Free Land, 2d Mortgage | 1,500,000 | 8 | 1891 | | Marietta and Cincinnati: | | | | |
| 2d Mortgage | | | | | Florida and Alabama: | | | | | Mortgage Bonds | 235,789 | 7 | 1891 | 90 |
| 3d Mortgage | | | | | Internal Improvement (State) | | | | | Memphis and Charleston: | | | | |
| Chicago and Milwaukee: | | | | | Free Land, 2d Mortgage | | | | | State Tenn.] Loan | 1,100,000 | 6 | 1880 | |
| 1st Mortgage (convertible) | 700,000 | 7 | 1874 | 70 | Florida, Atlantic and Gulf Centr. | | | | | 1st Mortgage | 1,600,000 | 7 | | |
| Real Estate | 188,864 | 7 | 1868 | | Internal Improvement (State) | 300,000 | 7 | 1891 | | Memphis, Clarkesv. and Loulev. | | | | |
| Chicago and Rock Island: | | | | | Free Land, 2d Mortgage | 20 | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|------------------------------------|-------------|-----------|---------|---------|-------------------------------------|-----------|-----------|---------|---------|---|-----------|-----------|---------|--------|
| Memphis and Ohio: | | | | | N. York, Providence and Boston: | | | | | Racine and Mississippi: | | | | |
| State (Tenn.) Loan | \$1,340,000 | 6 | | | 1st Mortgage | \$331,000 | 6 | | | 1st Mortgage (Eastern Division) | \$880,000 | 8 | | |
| Michigan Central: | | | | | North Carolina: | | | | | 1st Mortgage (Western Division) | 757,000 | 8 | | |
| 1st Mortgage Sterling | 467,489 | 6 | 1872 | 98 1/2 | State Loan | 3,000,000 | 6 | | | Raleigh and Gaston: | | | | |
| 1st Mortgage S. F. (convertible) | 500,000 | 8 | 1869 | 94 | North-Eastern (S. C.): | | | | | Coupon | 100,000 | | 1862 | |
| 1st Mortgage (convert.) Dollar | 2,598,000 | 8 | 1869 | 106 | 1st Mortgage | 700,000 | | | | Richmond and Danville: | | | | |
| 1st Mortgage (S. F.), convertible | 4,434,000 | 8 | 1882 | 112 | 2d Mortgage | 224,500 | | | | State (Va.) Loan (34 years) | 600,000 | 6 | var. | |
| Mich. Southern and N. Indiana: | | | | | Real Estate | 35,910 | | | | Guaranteed by State | 200,000 | 7 | 1875 | |
| Michigan Southern, 1st | 850,000 | 7 | 1860 | 100 | Northern Central: | | | | | Mortgage (Coupon) | 250,000 | 7 | 1859 | |
| Northern Indiana, 1st | 904,000 | 7 | 1861 | 103 | Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | 1866 | | Richmond, Fred. and Potomac: | | | | |
| Erie and Kalamazoo | 300,000 | 7 | 1862 | | Md. State Loan (B. and Susq.) | 1,500,000 | 6 | | | Sterling (£87,000) | 324,006 | 6 | 1860 | |
| Michigan Southern, conv. | 44,000 | 7 | 1863 | 85 1/2 | York and Cumberland 1st Mort. | 175,000 | 6 | 1870 | | Richmond and Petersburg: | | | | |
| Northern Indiana, conv. | 100,000 | 7 | 1863 | 81 | York and Cumberland 2d Mort. | 25,000 | 6 | 1871 | | Coupon | 150,000 | | 1875 | |
| Jackson Branch | 128,000 | 7 | 1863 | 88 | Y. and C. guar. by Balt. 3d Mort. | 500,000 | 6 | 1877 | | * Rutland and Burlington: | | | | |
| Goshen Air Line | 1,116,000 | 7 | 1868 | 101 | N. C. Contract, 2d Mort. | 300,000 | 6 | 1875 | | 1st Mortgage | 1,800,000 | 7 | 1863 | 30 |
| Detroit and Toledo | 684,000 | 7 | 1876 | 88 1/2 | Construction, 2d Mort. | 2,500,000 | 6 | 1885 | 84 | 2d Mortgage | 937,500 | 7 | 1863 | 2 |
| 1st General Mortgage (S. F.) | 3,030,000 | 7 | 1885 | 103 1/2 | Northern (Ogdensburg): | | | | | 3d Mortgage | 435,050 | 7 | 1863 | |
| 2d General Mortgage | 2,572,000 | 7 | 1877 | 90 | 1st Mortgage | 1,494,000 | 7 1/2 | 1859 | 75 | Sacramento Valley: | | | | |
| * Milwaukee and Beloit: | | | | | 2d Mortgage | 3,077,000 | 7 1/2 | 1861 | 3 | 1st Mortgage | 400,000 | 10 | 1875 | |
| Milwaukee and Chicago: | | | | | North Missouri: | | | | | 2d Mortgage | 329,000 | 10 | 1881 | |
| 1st Mortgage | 400,000 | 8 | | | State Loan (30 years) | 4,350,000 | 6 | | | Sandusky, Dayton and Cincinnati: | | | | |
| 2d Mortgage | 200,000 | 7 | | | North Pennsylvania: | | | | | Mortgage | 125,000 | 10 | 1856 | |
| * Milwaukee and Horicon: | | | | | Mortgage | 2,500,000 | 6 | 1875 | 77 | Mortgage | 997,000 | 7 | 1866 | |
| 1st Mortgage | 420,000 | 8 | | | Chattell Mortgage | 360,000 | 10 | 1883 | 101 1/2 | Mortgage | 1,000,000 | 7 | 1875 | |
| 2d Mortgage | 600,000 | 8 | | | Northern (N. H.): | | | | | Sandusky, Mansfield and Newark: | | | | |
| Milwaukee and Prairie du Chien: | | | | | Mortgage (due 1860, '64 and '74) | 219,500 | | var. | | 1st Mortgage | 1,200,000 | 7 | 1866 | 30 |
| 1st Mortgage (Coupon) | 2,526,000 | 7 | 1891 | 95 | Norwich and Worcester: | | | | | Saratoga and Whitehall: | | | | |
| 1st Preferred stock | 1,060,000 | | | 94 | Mass. State Loan | 400,000 | 6 | 1877 | | 1st Mortgage | 250,000 | 7 1/2 | 1858 | |
| 2d Preferred stock | 1,020,000 | | | 72 1/2 | Mortgage | 205,800 | 6 | 1860 | | 1st Mortgage (R. and W. Br.) | 100,000 | 7 1/2 | 1856 | |
| Mississippi Central: | | | | | Ohio and Mississippi (O. and Ind.): | | | | | Seaboard and Roanoke: | | | | |
| 1st Mortgage | 1,007,368 | 7 | | | 1st Mortgage | 2,050,000 | 7 1/2 | 1858 | | 1st Mortgage | 300,000 | 7 | 1860 | |
| Mississippi Central and Tenn.: | | | | | 2d Mortgage | 258,000 | 7 1/2 | | | 3d Mortgage | 75,000 | 7 | 1870 | |
| State (Tenn.) Loan | 529,000 | 6 | | | Construction | 4,242,000 | 7 1/2 | 1858 | 17 | Dividend Bonds | 60,000 | 7 | 1856 | |
| Mississippi and Missouri: | | | | | Income | 3,320,000 | 7 1/2 | 1858 | | South Carolina: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | | | Orange and Alexandria: | | | | | State Loan | 187,000 | 5 | 1868 | |
| 2d Mortgage (S. F.) | 400,000 | 8 | | | 1st Mortgage | 400,000 | 6 | 1866 | | Sterling | 183,333 | 6 | 1863 | |
| Oakalosa Division | 1,425,000 | 7 | | | 2d Mortgage or 1st Extension | 1,200,000 | 6 | 1875 | | Sterling | 2,000,000 | 5 | 1866 | |
| Land Grant | 7,000,000 | 7 | | | 2d Extension | 600,000 | 8 | 1873 | | Southern Mississippi: | | | | |
| Mississippi and Tennessee: | | | | | Pacific (Mo.): | | | | | 1st Mortgage | 500,000 | | | |
| Tennessee State Loan | 98,000 | 6 | 1885 | | State (Mo.) Loan | 7,000,000 | 6 | | | South-Western (Ga.): | | | | |
| Mississippi State Loan | 292,799 | 6 | | | State Loan (S. W. Branch) | 2,800,000 | 6 | | | 1st Mortgage | 631,000 | | 1875 | |
| 1st Mortgage | 171,000 | 7 | 1876 | | Construction | 4,500,000 | 6 | | | * Springfield, Mt. Vern. and Pittab. | | | | |
| Mobile and Ohio: | | | | | Panama: | | | | | 1st Mortgage | 500,000 | | | |
| City (Mobile) Tax Loan | 400,000 | 6 | | | 1st Mortgage Sterling | 1,250,000 | 7 | 1865 | 100 | 2d Mortgage | 450,000 | | | |
| Tennessee State Loan | 674,800 | 6 | | | 2d Mortgage Sterling | 1,150,000 | 7 | 1872 | | * Steubenville and Ind. (P. C. and C.): | | | | |
| Alabama State Loan | 389,410 | 6 | | | Pennsylvania: | | | | | 1st Mortgage | 1,500,000 | 7 | 1870 | |
| Income | 1,038,070 | 8 | '61-'67 | | 1st Mortgage | 4,990,000 | 6 | 1880 | 107 | 2d Mortgage | 900,000 | 7 | 1865 | |
| Sterling | 878,035 | 6 | 1883 | | 2d Mortgage | 2,421,000 | 6 | 1875 | 103 1/2 | * St. Louis, Alton and Chicago: | | | | |
| Mississippi State Loan | 200,970 | 6 | | | 2d Mortgage Sterling | 2,126,400 | 6 | 1875 | | 1st Mortgage | 2,000,000 | 7 1/2 | | 91 |
| Montgomery and West Point: | | | | | State Works Bonds | 7,100,000 | 5 | | 87 1/2 | 2d Mortgage | 1,535,000 | 7 1/2 | | |
| Alabama State Loan | 122,622 | | | | Pennsylvania Coal Company: | | | | | 3d Mortgage (Income) | 1,000,000 | 10 1/2 | | |
| Mortgage (due 1860, '63 and '65) | 350,000 | 6 | var. | | 1st Mortgage | 600,000 | 7 | 1861 | 76 | St. Louis and Iron Mountain: | | | | |
| Mortgage | 450,000 | 8 | 1866 | | Penobscot and Kennebec: | | | | | State (Mo.) Aid | 3,501,000 | | | |
| Morris Canal and Banking Co.: | | | | | Bangor City 1st Mortg. (Coupon) | 780,000 | 6 | '74-'75 | | St. Louis City Subscription | 500,000 | | | |
| Mortgage Bonds | 655,250 | 6 | 1876 | 99 | 2d Mortgage (Coupon) | 268,800 | 6 | 1876 | | St. Louis County Subscription | 1,000,000 | | | |
| Preferred Stock | 1,175,000 | 10 | | 116 | 3d Mortgage (Coupon) | 156,600 | 6 | 1871 | | Sunbury and Erie | | | | |
| Muskegon: | | | | | Peoria and Oquawka: | | | | | 1st Mort. (Sunbury to Wmapi) | 1,000,000 | 7 | 1877 | 100 |
| 1st Mortgage | 249,000 | 7 | | | 1st Mortg. (W. Ext.) convertible. | 500,000 | 8 | 1862 | | Mortgage (half to State) | 7,000,000 | 5 | '75-'78 | |
| Nashville and Chattanooga: | | | | | 1st Mortg. (E. Ext.) convertible. | 500,000 | 8 | 1873 | | Syracuse, Binghamton and N. Y.: | | | | |
| Mortgage (State endorsed) | 1,500,000 | | | | Petersburg: | | | | | 1st Mortgage Coupon | 1,400,000 | 7 | 1876 | |
| Chat. and Olev. Subse. (endora.) | 231,000 | | | | Mortgage (due 1863 to 1872) | 103,000 | 7 | var. | | St. Louis, Alton & Terre Haute: | | | | |
| * New Albany and Salem: | | | | | Petersburg and Lynchburg (S. Side): | | | | | 1st Mortgage (convertible) | 1,000,000 | 7 1/2 | '62-'72 | 93 |
| Crawfordville | 175,000 | 7 | | | State (Va.) Loan (S. F.) | 800,000 | 7 | | | 2d Mortgage (convertible) | 2,000,000 | 7 1/2 | '68-'70 | 95 |
| 1st Mortgage | 500,000 | 10 | | | 1st Mortgage (1869-'70-'75) | 365,000 | 6 | var. | | Tennessee and Alabama: | | | | |
| 1st Mortgage | 2,235,000 | 6 | | | 3d Mortgage (1862-'70-'72) | 378,000 | 6 | var. | | State (Tenn.) Loan | 814,000 | | | |
| N. Hav., N. Lond. and Ston'ton: | | | | | Special Mortgage (1865-'68) | 175,000 | 6 | var. | | Terre Haute and Richmond: | | | | |
| Mortgage | 450,000 | 7 | | | Last Mortgage (1861 to 1869) | 133,500 | 8 | var. | | 1st Mortgage (convertible) | 230,000 | 7 | 1866 | |
| Mortgage | 200,000 | 6 | | | Phila. German'n and Norris'n: | | | | | Toledo and Wabash: | | | | |
| Extension | 100,000 | 10 | | | Consolidated Loan | 274,800 | | | | 1st M. (Toledo and Wabash) | 900,000 | 7 | 1865 | 93 |
| New Haven and Northampton: | | | | | Loan of 1842 | 100,000 | 5 | | | 1st M. (L. E. Wab. and St. Louis) | 2,500,000 | 7 | 1865 | 93 |
| 1st Mortgage | 500,000 | | 1869 | | Philadelphia and Reading: | | | | | 2d M. (Toledo and Wabash) | 1,000,000 | 7 | 1869 | 74 1/2 |
| New Jersey: | | | | | Bonds of 1836 (unconvertible) | 408,000 | 5 | 1867 | | 2d M. (Wabash and Western) | 1,500,000 | 7 | 1869 | 74 1/2 |
| Company's (various) | 711,000 | | var. | 102 1/2 | " 1836, " | 192,000 | 5 | 1880 | 103 | * Vermont Central: | | | | |
| New London Northern: | | | | | " 1849, " | 3,103,600 | 6 | 1870 | 102 | 1st Mortgage Coupon | 2,000,000 | 7 | 1861 | 15 |
| 1st Mortgage | 85,000 | 7 | | 100 | " 1861, " | 436,000 | 6 | 1871 | | 2d Mortgage Coupon | 1,135,000 | 7 | 1867 | 1 1/2 |
| N. Orleans, Jackson and Gt. North: | | | | | " 1843, " | 1,548,300 | 6 | 1880 | 101 | Virginia Central: | | | | |
| State (Miss.) Loan | 255,000 | 5 | '63-'48 | | " 1844, (convertible) | 863,000 | 6 | 1880 | 100 1/2 | Mort., guaranteed by State of Va. | 100,000 | 6 | 1880 | 85 |
| 1st Mortgage Coupon | 2,065,000 | 8 | 1886 | | " 1848, " | 124,000 | 6 | 1880 | 99 | Mortgage (coupons) | 198,000 | 6 | 1872 | 82 1/2 |
| N. Orleans, Opelousa and Gt. West: | | | | | " 1849, " | 83,000 | 6 | 1880 | 102 | Mortgage (coupons) | 926,000 | 6 | 1884 | |
| Louisiana State Loan | 641,000 | 6 | | | " 1857, " | 3,586,500 | 6 | 1886 | 91 1/2 | Virginia and Tennessee: | | | | |
| New Orleans City Subscription | 1,500,000 | 5 | | | " 1866, " | 1,476,000 | 7 | 1886 | 89 1/2 | State (Va.) Loan | 1,000,000 | 6 | 1887 | |
| 1st Mortgage (S. F.) | 666,000 | 8 | 1889 | | Bonds and Mortg's—real estate | 592,200 | | | | 1st Mortgage | 600,000 | 6 | 1872 | 85 |
| New York Central: | | | | | Phila., Wilmington and Baltimore: | | | | | 2d or Enlarged Mortgage | 1,000,000 | 6 | 1884 | 81 |
| Premium (S. F.) Bonds | 7,552,000 | 6 | 1883 | 105 | Mortgage Loan | 2,300,000 | 6 | 1884 | 99 1/2 | Salt Works Br. Mort. due '69-'61 | 203,000 | 6 | var. | |
| Funding (S. F.) Bonds | 1,553,000 | 7 | 1876 | 112 | Improvement | 119,000 | 6 | 1863 | | Warren (N. J.): | | | | |
| Stock Exchange (S. F.) Bonds | 680,000 | 6 | 1883 | 105 | Pittsburg and Connellsville: | | | | | 1st Mortgage | 568,500 | 7 | 1875 | |
| Real Estate (S. F.) Bonds | 166,000 | 6 | 1883 | 105 | City of Pittsburg Bonds | 500,000 | | | | Warwick Valley, N. Y.: | | | | |
| Real Estate Bonds | 301,952 | 7 | | | Alleghany Co. | 750,000 | | | | 1st Mortgage | 60,000 | 7 | 1880 | 87 1/2 |
| Bonds of June, 1864 | 3,000,000 | 7 | 1864 | 105 | Connellsville | 100,000 | | | | 2d Mortgage | 25,000 | 7 | 1871 | 70 |
| Convertible Bonds | 970,000 | 7 | 1876 | 112 | McKeesport | 100,000 | | | | Watertown and Rome: | | | | |
| B. and N. F. R. R. (S. F.) Bonds | 82,500 | 6 | 1883 | 105 | Baltimore City | 94,000 | | | | Mortgage (new bonds) | 800,000 | 7 | 1880 | |
| New York and Erie: | | | | | Baltimore City Stock | 906,000 | | | | Western (Mass.): | | | | |
| 1st Mortgage | 3,000,000 | 7 | 1867 | 114 | 1st Mortgage (Turtle Cr. Div.) | 400,000 | 6 | 1889 | | Sterling (£899,900) | 4,319,520 | 5 | '62-'71 | |
| 2d Mortgage | 4,000,000 | 7 | 1864 | 107 | Pittsburg, Ft. Wayne and Chicago: | | | | | Dollar Bonds | 802,000 | 6 | 1875 | |
| 3d Mortgage | 6,000,000 | 7 | 1883 | 104 | 1st Mortgage | 5,250,000 | 7 | 1911 | 98 1/2 | Albany City Bonds | 1,000,000 | 6 | '66-'76 | |
| 4th Mortgage | 4,900,000 | 7 | 1880 | 99 1/2 | 2d Mortgage | 5,160,000 | 7 | 1911 | 83 1/2 | Hudson & Boston R. R. Loan | 180,000 | 6 | | |
| 5th Mortgage | 1,792,500 | 7 | 1883 | 94 1/2 | 3d Mortgage | 2,000,000 | 7 | 1911 | 62 | Williamsport and Elmira | | | | |
| New York and Harlem: | | | | | Bridge Bonds, O. & P. R. R. Co. | 188,000 | 7 | 1876 | | 1st Mortgage | 1,000,000 | 7 | 1890 | 85 |
| 1st Mortgage | 2,950,000 | 7 | 1873 | 108 | Chicago Depot Bonds | 337,178 | 6 | 1865 | | Wilmington and Manchester: | | | | |
| 2d Mortgage | 1,000,000 | 7 | 1864 | 102 1/2 | Pittsburg and Steubenville: | | | | | 1st Mortgage | 596,000 | 7 | 1866 | 69 1/2 |
| 3d Mortgage | 862,300 | 7 | 1867 | 90 | Mortgage | 800,000 | 7 | 1865 | | 2d Mortgage | 200,000 | 7 | 1872 | |
| New York and New Haven: | | | | | Potomac and Waterdown: | | | | | Wilmington and Weldon: | | | | |
| Plain Bonds | | | | | | | | | | | | | | |

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending, | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|---------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|---------------------------------|-----------------------------|----------------|----------------------------|---------------------------|---------------------------|----------------|-------------|--|--|---|-----------|---------|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | | Dividends. | Price of shares. |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | |
| | M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. c. | P. c. | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 65.0 | | | | 50.6 | | | Alabama and Florida | 1,451,336 | | | | 877,953 | 503,500 | 106,255 | 1,515,704 | 64.0 | | 101,102 | 37,800 | | |
| 28 Feb. '59 | 30.3 | | | | 58.1 | 2 | 2 | Alabama and Mississippi | 461,505 | 30,991 | | | 335,010 | 109,500 | 21,632 | 618,966 | 30.3 | | 55,791 | 31,852 | | |
| 31 May '60 | 109.6 | | | | 57.8 | 11 | 9 | Ala. and Tennessee Rivers | 2,261,927 | 184,909 | | | 1,067,006 | 777,777 | 240,485 | 2,476,023 | 109.6 | | 207,626 | 111,232 | | |
| 30 Jun. '59 | 67.0 | | | | 171.3 | | | Mobile and Girard | 1,500,000 | | | | | | | | 67.0 | 236,791 | 76,773 | | 21,006 | |
| 1 Apr. '61 | | | | | 67.2 | 1 | 2 | Mobile and Great Northern | 590,216 | | | | 600,431 | | | 600,431 | | | | | | |
| 1 May, '61 | 469.3 | 13.5 | | | 49.4 | 40 | 25 | Mobile and Ohio | 12,000,000 | | | | | | | | | | 1,402,868 | 695,370 | | |
| 29 Feb. '60 | 88.5 | 28.4 | | | 23 | 14 | 283 | Montgomery and West Point. | 1,838,718 | 427,265 | 100,000 | 1,419,769 | 922,622 | 23,579 | 2,582,506 | 116.9 | | 506,166 | 260,289 | 0 | | |
| 1 May, '61 | | | | | 209.5 | | | North East and South West | | | | | | | | | | | | | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '58 | 38.5 | | | | 107.5 | | | Cairo and Fulton | | | | | | | | | | | | | | |
| 30 Dec. '60 | 22.5 | | | | | | | Memphis and Little Rock | 553,877 | | | | 351,524 | 446,000 | 10,725 | 811,949 | | | | | | |
| CALIFORNIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Dec. '60 | 22.5 | | | | | | | Sacramento Valley | 1,493,850 | | | 793,850 | 700,000 | | 1,403,850 | 22.5 | | 230,251 | 104,594 | | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | |
| 31 July '60 | 23.8 | | | | 2.8 | 4 | 43 | Danbury and Norwalk | 345,103 | 50,373 | | 307,010 | 96,500 | | | 23.8 | 45,543 | 77,028 | 34,866 | 16 | | |
| 31 Jun. '61 | 122.4 | | | | 15.0 | 75.1 | 20 | Hartford, Provid. and Fishkill | 3,903,455 | 302,511 | | 1,936,739 | 1,810,500 | 319,444 | 4,323,922 | 122.4 | 252,906 | 359,147 | 149,477 | | | |
| 31 Aug. '61 | 61.4 | 1.6 | 64.5 | | 18 | 21 | 302 | Hartford and New Haven | 3,207,396 | 254,000 | 102,888 | 2,350,000 | 927,000 | 13,356 | 3,9 | 5,087 | 73.0 | 323,491 | 712,876 | 354,136 | 14 | 142 |
| 31 Dec. '60 | 71.0 | | | | 11 | 12 | 253 | Housatonic | 2,247,708 | 207,320 | 8,559 | 2,000,000 | 189,000 | 43,747 | 2,567,530 | 120.0 | 189,358 | 225,292 | 25,565 | | | |
| 31 Dec. '60 | 57.0 | | | | 1.3 | 7 | 11 | Saugatuck | 1,381,800 | | | 1,031,800 | 289,750 | 21,408 | 1,342,958 | 57.0 | 137,813 | 263,209 | 94,591 | 8 | | |
| 31 Dec. '60 | 62.0 | | | | 2.6 | 6 | 12 | N. Haven, N. London and Ston. | 1,454,040 | | | 738,538 | 750,000 | 156,429 | 1,644,967 | 62.0 | 127,390 | 135,072 | | | | |
| 31 Dec. '60 | 46.0 | 8.8 | 4.9 | | | | | New Haven and Northampton | 1,400,000 | | | 922,500 | 500,000 | | 1,422,500 | 55.2 | 120,671 | 149,317 | 149,317 | 5 | | |
| 31 Dec. '61 | 66.0 | | 5.2 | | 7 | 7 | 111 | New London Northern | 686,074 | | | 602,138 | 61,300 | 24,901 | 688,562 | 66.0 | 145,762 | 116,897 | 102,722 | 2 | | |
| 31 Mar. '62 | 61.3 | 1.0 | 63.8 | | 32 | 74 | 368 | New York and New Haven | 4,643,649 | 710,403 | | 3,000,000 | 1,890,000 | | 5,626,549 | 117.4 | 489,860 | 808,000 | 301,979 | | | |
| 30 Nov. '61 | 59.4 | 7.0 | 8.5 | | 14 | 17 | 282 | Norwich and Worcester | 2,613,694 | | 200,000 | 2,122,500 | 809,300 | 62,477 | | 66.4 | | 288,512 | 108,626 | | 593 | |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 84.3 | | 10.7 | | | | | Delaware | 1,552,257 | | | 406,132 | 870,000 | 271,877 | 1,607,684 | 84.3 | 136,631 | 138,970 | 41,466 | | | |
| 31 Oct. '61 | 16.2 | | | | | | | Newcastle and Frenchtown | 704,860 | | 43,525 | 744,520 | | 5,024 | 749,544 | 5.0 | | 22,308 | 7,915 | 64 | | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '62 | 154.2 | | | | 160 | | | Florida | | | | | 195,000 | 75,894 | 619,112 | 32.0 | | 7,857 | | | | |
| 30 Apr. '62 | 32.0 | | 3.0 | 13.0 | 3 | 1 | 6 | Florida and Alabama | 532,791 | 30,586 | | 101,455 | | | | | | | 8,535 | | | |
| 30 Apr. '62 | 59.9 | | 5.0 | | | | | Fla., Atlantic and Gulf Central | | | | | | | | | | | | | | |
| 30 Apr. '62 | 100.0 | 3.9 | 10.0 | 153.5 | | | | Pensacola and Georgia | | | | | | | | | | | | | | |
| GEORGIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 86.7 | | | | 16 | 7 | 124 | Atlanta and West Point | 1,192,389 | | | 1,250,000 | 126,000 | | 1,597,385 | 86.7 | | 418,036 | 265,827 | 8 | 125 | |
| 30 Dec. '60 | 92.6 | | 8.7 | 70.9 | | | | Atlantic and Gulf—M. Trunk | 1,032,200 | | | 733,700 | 129,500 | | | 30.0 | | 168,988 | 95,612 | | | |
| 30 Dec. '60 | 53.0 | | | | | | | Augusta and Savannah | 755,000 | | | 151,887 | | | | 31.0 | | | | | | |
| 30 Apr. '60 | 43.5 | | | | 23.7 | | | Brunswick and Florida | 4,366,800 | | | 4,366,800 | | | 6,590,173 | 229.0 | 879,468 | 1,715,025 | 764,574 | 10 | | |
| 30 Nov. '60 | 191.0 | | | | 53 | 62 | 697 | Central of Georgia (and Bank) | 4,166,000 | | 1,003,650 | 4,166,000 | 312,500 | | 8,123,543 | 202.5 | | 1,159,188 | 528,043 | 8 | 100 | |
| 31 Mar. '60 | 171.0 | 61.0 | | | 19 | 16 | 171 | Georgia (and Bank) | 1,500,000 | | | 1,500,000 | | 12,295 | | 226,241 | 404,618 | 212,876 | 19 | 72 | | |
| 30 Nov. '60 | 102.5 | | | | 7 | 2 | 107 | Macon and Western | 774,244 | 162,534 | | 669,950 | 249,000 | | 1,026,868 | 70.6 | | 202,714 | 110,516 | 8 | | |
| 31 July '59 | 50.0 | | | | 3 | 4 | 173 | Moscooke | 1,386,634 | 52,374 | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 51.0 | | | | | | |
| 1 May, '58 | 63.1 | | | | 18 | 22 | 303 | Savannah, Albany and Gulf | 3,770,425 | | | 2,921,900 | 596,500 | 19,913 | 3,822,913 | 228.8 | | | 368,853 | 18 | | |
| 31 July '60 | 106.1 | 100.8 | 16.2 | | 52 | 24 | 706 | South Western | 5,901,497 | | | built and own'd by State. | | | 138.0 | | | 832,343 | 454,541 | | | |
| 30 Sep. '59 | 138.0 | | | | | | | Western and Atlantic | | | | | | | | | | | | | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '61 | 220.0 | | | | 50 | 30 | 763 | Chicago, Alton and St. Louis | 10,000,000 | | | 3,500,000 | 4,500,000 | | 10,000,000 | 220.0 | | 1,098,465 | 452,698 | 4 | | |
| 30 Apr. '61 | 138.0 | | 28.0 | | 62 | 31 | 990 | Chic., Burlington and Quincy | 6,062,928 | 1,405,998 | 2,728,930 | 4,689,340 | 3,814,516 | | 10,195,257 | 168.0 | | 1,514,478 | 242,564 | | 874 | |
| 31 Dec. '58 | 45.0 | | | | 6 | 14 | 101 | Chicago and Milwaukee | 1,799,884 | 67,869 | 120,000 | 988,000 | | 188,095 | 2,060,065 | 45.0 | 14 mo. | 243,282 | 135,284 | | | |
| 1 Apr. '62 | 242.0 | | | | 29.0 | 36 | 23 | 647 | Chicago and North Western | 11,135,666 | 456,637 | 2,955,936 | 8,665,000 | 264,676 | 11,817,527 | 213.0 | | 849,719 | 414,828 | | | |
| 31 Mar. '62 | 181.8 | | | | 59 | 67 | 960 | Chicago and Rock Island | 7,023,956 | | 40,469 | 5,603,000 | 1,397,000 | | 7,546,228 | 224.4 | 765,949 | 1,054,704 | 415,971 | 3 | 694 | |
| 10 Nov. '58 | 33.2 | | | | | | | Fox River Valley | 580,000 | | | 580,000 | | | 84.0 | | | | | | | |
| 31 Dec. '61 | 121.0 | 138.5 | 74.5 | | 66 | 63 | 1,369 | Galena and Chicago Union | 8,658,729 | 1,811,917 | | 6,028,400 | 3,414,702 | | 10,502,318 | 213.0 | 1,123,454 | 1,720,390 | 511,185 | 5 | | |
| 31 May, '61 | 175.0 | | | | 112 | 94 | 2,347 | Great Western | 5,022,926 | | | 1,600,000 | 2,391,000 | | 175.0 | | | 485,943 | 181,529 | | 744 | |
| 31 Dec. '61 | 454.8 | 252.5 | | | | | | Illinois Central | 27,497,988 | | | 16,829,095 | 15,277,500 | 172,929 | 33,504,024 | 708.3 | 2,458,023 | 2,965,758 | 1,150,903 | | 644 | |
| | | | | | | | | Illinois River | | | | | | | | | | | | | | |
| | 148.0 | | | | | | | Ohio and Mississippi | 4,870,586 | | | 1,780,295 | 3,292,408 | | | 148.0 | | | | | | |
| | 46.6 | | | | | | | Peoria and Bureau Valley | | | | | 600,000 | | | oper | by Chic. | & R. Is. | 125,000 | | | |
| | | | | | | | | Peoria and Hannibal | | | | | | | | | | | | | | |
| | 186.0 | | | | | | | Peoria and Oquawka | 5,400,000 | | | 1,569,889 | 2,200,000 | | 186.0 | | | | | | | |
| 31 Dec. '58 | 100.0 | | | | | | | Quincy and Chicago | 1,978,558 | | | 800,000 | 1,200,000 | | 2,000,000 | 100.0 | oper by Chic. | & R. Is. | Quincy. | | | |
| 31 Dec. '58 | 168.5 | 39.8 | 12.2 | | 31 | 30 | 424 | Rock Island Bridge | | | | | | | | | | | | | | |
| | | | | | | | | Terre Haute, Alton & St. Louis | 7,608,958 | 628,487 | | 3,026,906 | 5,035,615 | 741,040 | 8,665,252 | 208.3 | | 823,767 | | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | |
| | 108.0 | | | | | | | Cincinnati and Chicago | 2,080,433 | | | 1,106,679 | 1,006,125 | | | 108.0 | | | | | | |
| 31 Aug. '57 | 109.0 | | | | | | | Cincinnati, Peru and Chicago | | | | | | | | 29.0 | | | | | | |
| 31 Dec. '60 | 72.4 | | | | 19 | 15 | 374 | Evansville and Crawfordville | 2,233,413 | 2,760 | | 986,061 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | | 249,887 | 119,542 | | | |
| 31 Dec. '58 | 89.8 | | | | 23 | 19 | 318 | Indianapolis and Cincinnati | 2,497,962 | 540,043 | 25,689 | 1,689,900 | 1,362,284 | 140,659 | 3,458,108 | 110.0 | 369,122 | 400,397 | 135,629 | | 58 | |
| 31 Dec. '61 | 80.0 | 20.2 | | | | | | Ind., Pittsburg and Cleveland | 1,896,214 | | 10,000 | 835,971 | 1,023,384 | 37,219 | 2,081,942 | 84.0 | | 448,858 | 230,834 | 9 | 20 | |
| 31 Dec. '61 | 78.0 | | 11.0 | | 16 | 16 | 119 | Jeffersonville | 1,553,509 | | 278,334 | 1,016,907 | 706,000 | 75,506 | 2,188,881 | 108.0 | 303,161 | 297,988 | 121,416 | | | |
| | 64.0 | | | | | | | Lafayette and Indianapolis | 1,850,000 | | | 1,000,000 | 600,000 | | 2,000,000 | 64.0 | | | | | | |
| Dec. '60 | 86.0 | 49.0 | | | 23 | | | Madison and Indianapolis | 2,667,704 | | 356,765 | 1,648,050 | 1,285,300 | 87,969 | 3,060,128 | 135.0 | 201,402 | 230,563 | 90,080 | | | |
| | 288.0 | | | | | | | Louisv., N. Albany & Chicago | 6,000,000 | | | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | | 645,827 | 371,400 | | | |
| | 74.0 | | | | | | | Peru and Indianapolis | 2,000,000 | | | 1,100,000 | 820,000 | 80,000 | 2,000,000 | 74.0 | | | | | | |
| 30 Nov. '61 | 73.0 | | | | 18 | 17 | 295 | Terre Haute and Richmond | 1,611,450 | | 121,548 | 1,381,450 | 230,000 | 4,090 | 1,975,801 | 73.0 | 325,707 | 377,692 | 216,184 | 10 | 125 | |
| IOWA. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jan. '58 | 75.5 | | | | 201.5 | | | Burlington and Missouri | 1,514,257 | | | 762,733 | 665,000 | 92,663 | 1,542,708 | 50.0 | | | | | | |
| 31 Dec. '61 | 86.0 | | | | | | | Chicago, Iowa and Nebraska | 1,350,000 | | | 516,072 | 860,000 | 369,084 | 86.0 | | | 85,239 | 46,771 | | | |
| 31 Dec. '61 | 111.0 | | | | 269.0 | 7 | 102 | Dubuque and Sioux City | 2,789,300 | 47,533 | | 2,469,777 | | 287,143 | 2,870,016</ | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|----------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|--------------------------------------|-----------------------------|----------------|----------------------------|------------------------|--------------------------|----------------|------------|--|--|---|-----------|---------|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Dividends. | Price of shares. |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonds and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | |
| | | | | | | | | | | | | | | | | | | | | No. | | |
| M. | M. | M. | M. | No. | No. | No. | | | | | | | | | M. | M. | \$ | \$ | P. c. | P. c. | | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '59 | 38.5 | — | — | — | 4 | 4 | 21 | Androscoggin | 757,381 | * | — | 151,833 | 444,638 | 160,910 | 757,381 | 36.5 | — | 40,155 | 24,076 | — | — | |
| 31 May, '61 | 55.0 | — | — | — | 9 | 10 | 128 | Androscoggin and Kennebec | 2,210,947 | * | 21,925 | 457,900 | 1,748,857 | 138,817 | 2,345,574 | 137.0 | — | 318,505 | 94,088 | — | — | |
| 30 Dec, '59 | 149.0 | — | 25.0 | — | 41 | 17 | 349 | Atlantic and St. Lawrence | 6,788,205 | 867,734 | — | 2,494,900 | 3,472,000 | 7,000 | 7,983,475 | 149.0 | — | 707,144 | 177,318 | 6 | 45 | |
| 30 Jun, '59 | 12.5 | — | 2.0 | — | 4 | 3 | 45 | Bangor, Oldtown and Milford | 244,726 | * | — | 135,000 | — | 40,576 | 244,726 | 12.5 | — | 30,830 | — | — | — | |
| 30 Sep, '61 | 63.0 | 9.5 | 8.0 | — | 12 | 11 | 120 | Kennebec and Portland | 2,871,264 | * | — | 1,287,779 | 1,280,000 | 271,143 | 2,990,998 | 109.5 | 139,963 | 172,118 | 91,487 | — | — | |
| 31 Dec, '59 | — | — | — | — | 14.0 | — | — | Penobscot | 328,412 | * | — | 180,497 | 300,000 | 75,000 | — | — | — | — | — | — | — | |
| 31 May, '61 | 54.7 | — | — | — | 4 | 10 | 93 | Penobscot and Kennebec | 1,613,473 | 104,019 | 78,014 | 557,779 | 1,105,400 | 95,968 | 1,869,147 | 64.7 | oper. by | An. & K. | 70,566 | — | — | |
| 31 May, '61 | 51.3 | — | — | — | 11 | 13 | 118 | Portland, Saco and Portsmouth | 1,494,792 | * | 5,208 | 1,500,000 | — | — | 1,500,000 | 51.3 | 169,475 | 245,348 | 115,732 | 6 | 105 | |
| 31 May, '59 | 37.0 | — | — | — | — | — | — | Somerset and Kennebec | 783,763 | * | — | 169,200 | 556,600 | — | — | 37.0 | — | 55,403 | 28,404 | — | — | |
| 31 May, '61 | 18.5 | — | — | — | 33.5 | — | — | York and Cumberland | 1,090,000 | * | — | 370,000 | 450,000 | 270,000 | 1,090,000 | 18.5 | — | 28,386 | — | — | — | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep, '60 | 279.6 | 7.2 | — | — | 235 | 124 | 3,272 | Baltimore and Ohio | 21,314,042 | 3,604,731 | 3,579,907 | 13,118,902 | 10,781,833 | 566,070 | 31,241,011 | 296.8 | — | 3,922,203 | 2,305,788 | 6 | 68 | |
| 30 Sep, '60 | 30.0 | — | — | — | 7 | 33 | 167 | Washington Branch | 1,650,000 | * | — | 1,650,000 | — | — | 1,650,000 | 30.0 | 187,427 | 462,880 | 290,840 | 9 | 100 | |
| 31 Dec, '61 | 138.0 | 4.0 | 16.4 | — | 41 | 30 | 1,410 | Northern Central | 7,562,721 | 666,010 | 224,798 | 2,260,000 | 5,150,000 | 498,028 | 9,308,402 | 155.0 | 744,961 | 1,417,977 | 736,145 | 27 | 27 | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov, '61 | 21.2 | — | 2.0 | — | 6 | 4 | 80 | Berkshire | 500,560 | 100,000 | — | 600,000 | — | — | 601,360 | ope rat, by | Housat. | 42,000 | 7 | — | — | |
| 30 Nov, '61 | 26.7 | 1.8 | 43.4 | — | 21 | 26 | 566 | Boston and Lowell | 2,428,592 | * | — | 1,830,000 | 440,000 | 22,382 | 57.7 | — | 449,051 | 128,738 | 7 | 99 | | |
| 31 May, '62 | 74.3 | 8.8 | 49.7 | — | 36 | 63 | 604 | Boston and Maine | 3,880,369 | 412,569 | 465,758 | 4,076,974 | — | 76,150 | 4,906,723 | 119.3 | 599,048 | 732,427 | 290,406 | 6 | 114 | |
| 30 Nov, '61 | 47.0 | 7.0 | 32.5 | — | 22 | 27 | 210 | Boston and Providence | 3,057,900 | 102,100 | — | 3,160,000 | 132,720 | — | 61.8 | — | 588,871 | 272,429 | 8 | 118 | | |
| 30 Nov, '61 | 44.6 | 24.0 | 60.1 | — | 30 | 59 | 295 | Boston and Worcester | 4,301,025 | 437,416 | 100,000 | 4,500,000 | — | 126,104 | 83.6 | — | 928,932 | 408,594 | 8 | 122 | | |
| 30 Nov, '61 | 48.0 | 1.1 | 2.7 | — | 7 | 10 | 109 | Cape Cod Branch | 907,761 | 123,864 | — | 681,689 | 163,400 | — | 47.2 | — | 95,871 | 34,072 | — | — | | |
| 30 Nov, '61 | 40.0 | 2.3 | 8.8 | — | 12 | 13 | 331 | Connecticut River | 1,614,385 | 187,558 | — | 1,591,100 | 300,000 | — | 52.3 | — | 250,836 | 122,956 | 6 | 98 | | |
| 30 Nov, '61 | 44.2 | 36.4 | 25.3 | — | 28 | 47 | 429 | Eastern | 3,985,684 | 315,165 | 264,102 | 2,853,400 | 1,885,000 | 34,000 | 4,908,862 | 120.7 | 432,100 | 565,939 | 246,402 | 4 | 77 | |
| 30 Nov, '61 | 19.9 | 1.3 | 3.8 | — | — | — | — | Essex | 742,592 | 4,416 | — | 299,107 | 280,261 | 197,428 | 776,796 | ope r, by | N. and L'll | 56,060 | 10,188 | — | — | |
| 30 Nov, '61 | 60.9 | 30.9 | 73.5 | — | 29 | 28 | 655 | Fitchburg | 3,189,851 | 350,149 | — | 3,540,000 | — | — | 71.6 | — | 543,158 | 217,054 | 6 | 104 | | |
| 30 Nov, '61 | 14.0 | — | 2.4 | — | 3 | 3 | 37 | Fitchburg and Worcester | 295,658 | 40,226 | — | 217,825 | 55,450 | 5,900 | 333,884 | ope r, by | N. and L'll | 33,820 | 7,663 | 6 | 97 | |
| 30 Nov, '61 | 12.3 | — | 2.3 | — | 2 | 3 | 27 | Hampshire and Hampden | 596,651 | — | — | 292,950 | 303,014 | 97,706 | ope r, by | N. and L'll | — | — | — | — | | |
| 30 Nov, '61 | 14.5 | — | 17.2 | — | 12 | 12 | 324 | Lowell and Lawrence | 332,883 | 30,275 | — | 200,000 | 75,000 | 15,655 | 383,158 | ope r, by | N. and L'll | — | — | — | — | |
| 30 Nov, '61 | 20.1 | 1.5 | 1.0 | — | 7 | 16 | 146 | Nashua and Lowell | 558,920 | 95,683 | — | 600,000 | — | — | 698,563 | 27.7 | — | 204,374 | 48,542 | 8 | 116 | |
| 30 Nov, '61 | 27.0 | — | 2.4 | — | — | — | — | New Bedford and Taunton | 553,014 | — | — | 600,000 | 213,000 | 108,500 | 21.6 | — | 123,015 | 24,907 | 2 | 53 | | |
| 30 Nov, '61 | 27.0 | — | 2.4 | — | — | — | — | Newburyport | 597,386 | — | — | 220,340 | 234,900 | 140,902 | — | — | — | — | — | — | — | |
| 30 Nov, '61 | 21.5 | — | 0.3 | — | 11.5 | — | — | N. York and Boston Air Line | 744,130 | — | — | 283,037 | 459,693 | 133,585 | — | — | 18,291 | — | — | — | — | |
| 30 Nov, '61 | 79.5 | 7.7 | 26.5 | — | 27 | 40 | 358 | Old Colony and Fall River | 3,434,164 | * | — | 3,015,100 | 81,000 | 121,778 | 87.3 | — | 505,320 | 219,608 | 6 | 110 | | |
| 30 Nov, '61 | 18.6 | — | 0.7 | — | 1 | 2 | 1 | Pittsfield and North Adams | 432,430 | 11,247 | — | 450,000 | — | — | — | — | 36,538 | 19,060 | 6 | — | | |
| 30 Nov, '61 | 43.4 | 1.0 | 14.9 | — | 12 | 18 | 308 | Providence and Worcester | 1,442,470 | 256,521 | 39,800 | 1,600,000 | 147,000 | — | 44.4 | — | 308,228 | 139,447 | 8 | 107 | | |
| 30 Nov, '61 | 16.9 | — | 1.7 | — | 3 | 3 | 3 | Salem and Lowell | 381,470 | 82,543 | — | 243,305 | 226,900 | 270 | ope r, by | B. and L'll | — | — | — | — | | |
| 30 Nov, '61 | 11.5 | — | 0.4 | — | 2 | 7 | 17 | South Shore | 462,167 | 39,428 | — | 259,685 | 150,000 | 2,768 | 11.5 | — | 60,155 | 11,578 | — | — | | |
| 30 Nov, '61 | 21.9 | — | 1.1 | — | — | — | — | Stockbridge and Pittsfield | 448,700 | — | — | 448,700 | — | — | ope r, by | Ho usaton. | 31,409 | 7 | — | — | | |
| 30 Nov, '61 | 11.1 | 0.6 | 1.1 | — | 7 | 18 | 144 | Taunton Branch | 250,000 | — | — | 250,000 | — | — | 11.7 | — | 129,091 | 16,204 | 7 | 100 | | |
| 30 Nov, '61 | 6.1 | — | — | — | — | — | — | Troy and Greenfield | — | — | — | — | — | — | ope r, by | T. and B. | — | — | — | — | | |
| 30 Nov, '61 | 69.0 | 8.0 | 5.5 | — | 11 | 8 | 192 | Vermont and Massachusetts | 3,268,415 | * | — | 2,214,225 | 991,125 | — | 77.0 | — | 200,648 | 95,739 | — | — | | |
| 30 Nov, '61 | 156.0 | 17.3 | 118.1 | — | 72 | 69 | 1,183 | Western (incl. Alb. & W.S. etc.) | 11,135,152 | * | — | 5,150,000 | 6,271,520 | 75,854 | 14,242,462 | 217.9 | — | 1,894,568 | 812,997 | 8 | 130 | |
| 30 Nov, '61 | 45.7 | — | 9.2 | — | 10 | 8 | 149 | Worcester and Nashua | 1,278,898 | * | — | 1,141,000 | 150,000 | 812 | 45.7 | — | 195,669 | 83,188 | 5.3 | 55 | | |
| MICHIGAN. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jun, '59 | 17.3 | — | — | — | 27 | 2 | 1 | 100 | Bay de Noquet and Marquette | — | — | — | — | — | — | — | — | — | — | — | — | |
| 30 Sep, '59 | 67.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 30 Sep, '60 | 188.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| MINNESOTA. | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '62 | 284.8 | — | 28.4 | — | 98 | 85 | 2,569 | Chicago, Detroit & Can. G.T. & Junc. | 8,270,623 | 647,596 | — | 2,950,000 | 4,250,000 | — | 9,008,369 | 188.0 | — | 365,038 | 144,270 | — | — | |
| 31 Mar, '62 | 246.0 | 281.0 | — | — | 83 | 104 | 985 | Detroit and Milwaukee | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| MISSISSIPPI. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr, '60 | 236.0 | — | — | — | 25 | 22 | 336 | Mississippi Central | 4,966,022 | 756,292 | — | 2,000,961 | 2,554,732 | 895,992 | 6,331,899 | 236.0 | — | 584,342 | 328,092 | — | — | |
| 31 Oct, '59 | 71.4 | — | — | — | 27.8 | 7 | 4 | 41 | Mississippi and Tennessee | 1,254,894 | 159,013 | — | 798,285 | 456,949 | 275,080 | 1,974,444 | 59.7 | — | 176,462 | 116,433 | — | — |
| 31 Dec, '58 | 83.2 | — | — | — | 60.4 | — | — | Southern Mississippi | 2,750,000 | * | — | 1,000,000 | 1,400,000 | — | 83.2 | — | 250,047 | 121,659 | — | — | — | |
| MISSOURI. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov, '61 | 37.0 | — | — | — | 51.0 | — | — | Cairo and Fulton | — | — | — | — | — | — | — | 37.0 | — | — | — | — | — | |
| 31 Aug, '60 | 206.8 | — | — | — | — | — | — | Hannibal and St. Joseph | 12,264,134 | — | — | 1,782,888 | 10,571,000 | 156,643 | 12,510,529 | 206.8 | 14 mo's | 961,856 | 487,333 | — | — | |
| 31 Mar, '62 | 168.8 | — | 16.8 | — | 68.0 | 22 | 20 | 338 | North Missouri | 5,034,145 | 504,658 | 2,594,100 | 4,350,000 | 27,112 | 7,236,462 | 168.0 | 263,212 | 253,677 | 78,220 | — | — | |
| NEW HAMPSHIRE. | | | | | | | | | | | | | | | | | | | | | | |
| 28 Feb, '61 | 189.0 | — | — | — | 93.0 | 28 | 26 | 375 | Platte County | 9,959,077 | 626,357 | 3,364,336 | 7,013,000 | 674,859 | 18,614,439 | 189.0 | 327,708 | 683,644 | 277,629 | — | — | |
| 28 Feb, '61 | 77.0 | — | — | — | 206.0 | — | — | Pacific | 4,201,216 | — | — | 68,413 | 3,860,000 | — | 114.0 | 311,665 | 67,866 | 1,516 | — | — | — | |
| 30 Sep, '61 | 86.6 | 3.6 | — | — | 10 | 13 | 222 | Southern New Hampshire | 5,188,075 | 344,006 | 75,000 | 1,971,127 | 3,501,000 | 27,388 | 5,499,516 | 90.1 | 236,650 | 212,946 | 67,024 | — | — | |
| NEW JERSEY. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Mar, '59 | 23.1 | — | 3.2 | — | 14 | 10 | 232 | Ashuelot | 506,000 | — | — | 246,018 | 150,000 | 109,982 | 506,000 | ope r, by | Con cord. | 30,000 | — | — | — | |
| 31 Mar, '59 | 93.5 | — | 5.6 | — | 18 | 11 | 289 | Boston, Concord and Montreal | 2, | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending... | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Dividends. | Price of shares. |
|-----------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|------------------------------|------------------------------|-------------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------------------|--|--|---|-----------|---------|-------|----|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | | | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | p. c. | p. c. | | | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '61 | | | 140.0 | | | | Albany and Susquehanna | 698,677 | | | 647,191 | | 17,239 | 664,428 | | oper. by Rensselaer & Saratoga | | | | | | | | |
| 30 Sep. '61 | 32.9 | | 3.3 | | 5 | 12 | 53 | Albany and Vermont | 1,557,502 | 136,038 | | 439,005 | 1,575,099 | 50,000 | 2,388,359 | oper. by Western | | | | | | | | |
| 30 Sep. '61 | 38.0 | | 6.0 | | | | Albany and West Stockbridge | 2,388,359 | | | 1,000,000 | 1,388,359 | | 2,388,359 | oper. by Western | | | | | | | | | |
| 30 Sep. '61 | 14.8 | | 1.6 | | | | Blossburg and Corning | 496,661 | * | | 250,000 | 220,000 | | 470,000 | 14.8 | 20,075 | 31,546 | | 16,871 | | | | | |
| 30 Sep. '61 | 14.5 | | 9.3 | | | | Brooklyn Central and Jamaica | 629,458 | 106,697 | | 492,050 | 161,480 | 97,690 | 750,220 | 23.8 | 677,687 | 122,103 | | 37,512 | | | | | |
| 30 Sep. '61 | 28.3 | | 2.9 | 2.0 | 169 | | Brooklyn City | 1,064,289 | 284,337 | | 1,000,000 | 174,000 | 30,000 | 1,204,000 | 55.2 | 962,023 | 514,891 | 123,021 | | 8 | | | | |
| 30 Sep. '61 | 142.0 | | 14.9 | 18.5 | 28 | 32 | 402 | Buffalo, New York and Erie | 3,165,147 | | 208,817 | 850,000 | 2,412,634 | 212,072 | 3,633,579 | 176.0 | 483,412 | 593,845 | 187,704 | | | | | |
| 30 Sep. '61 | 68.3 | | 14.5 | | 28 | 32 | 328 | Buffalo and State Line | 2,267,838 | 521,376 | | 1,960,600 | 1,049,000 | | 3,009,600 | 82.8 | 367,366 | 940,042 | 147,468 | 10 | 132 | | | |
| 30 Sep. '61 | 34.6 | | 38.1 | | | | Cayuga and Susquehanna | | | | 343,500 | 300,000 | 41,600 | 685,100 | 72.7 | 66,186 | 69,884 | 10,732 | | | | | | |
| 30 Sep. '61 | 17.3 | | 2.1 | | | | Chemung | 400,000 | * | | 380,000 | | | 380,000 | 10.4 | oper. by Erie | | 24,000 | | | | | | |
| 30 Sep. '61 | 46.8 | | 3.9 | | | | Elmira, Jefferson & Canand. | 500,000 | | | 500,000 | | | 500,000 | 49.7 | oper. by Erie | | 30,000 | | | | | | |
| 30 Sep. '61 | 17.3 | | 2.0 | | | | Hudson and Boston (West'n) | 175,000 | | | 175,000 | | | 175,000 | 20.3 | oper. by West'n | | | | | | | | |
| 30 Sep. '61 | 144.0 | | 4.0 | 115.0 | 61 | 117 | 688 | Hudson River | 10,709,164 | 1,340,445 | | 3,758,466 | 9,137,000 | 773,411 | 13,668,877 | 269.0 | 1,116,758 | 1,989,013 | 566,461 | | 55 | | | |
| 30 Sep. '61 | 94.0 | 6.5 | | | 15 | 40 | 126 | Long Island | 2,566,328 | 354,611 | | 1,852,715 | 777,998 | 2,680 | 2,633,393 | 100.5 | 243,195 | 297,646 | 137,347 | | 172 | | | |
| 30 Sep. '61 | 297.8 | 258.1 | 313.8 | | 211 | 237 | 3,171 | New York Central | 26,267,149 | 5,257,077 | 921,131 | 24,000,000 | 14,613,005 | 209,356 | 41,045,289 | 654.9 | 7,308,042 | 2,601,063 | | 6 | 994 | | | |
| 30 Sep. '61 | 446.0 | 129.0 | 286.0 | | 220 | 142 | 2,894 | New York and Erie | 31,608,278 | 4,188,623 | | 11,000,000 | 25,326,505 | 2,074,796 | 38,401,300 | 961.0 | 3,817,175 | 5,911,616 | 1,979,108 | | 41 | | | |
| 30 Sep. '61 | 8.0 | | | | 2 | 6 | | New York and Flushing | 244,412 | 34,756 | | 120,000 | 135,000 | 6,000 | 261,000 | 8.0 | 204,098 | 26,517 | 14,594 | | | | | |
| 30 Sep. '61 | 130.7 | 4.2 | 29.0 | | 34 | 78 | 448 | New York and Harlem | 7,385,739 | 650,804 | | 5,717,100 | 5,537,664 | 43,789 | 11,298,553 | 163.0 | 1,200,243 | 1,144,980 | 391,263 | | 162 | | | |
| 30 Sep. '61 | 99.0 | | | | | | Niagara Bridge and Canand. | 1,000,000 | | | 1,000,000 | | | 1,000,000 | oper. by Central | | | 60,000 | | 6 | | | | |
| 30 Sep. '61 | 118.0 | 3.7 | 17.7 | | 28 | 14 | 450 | Northern (Ogdensburg) | 4,091,429 | 725,322 | | 4,671,900 | | 4,671,900 | 139.5 | 358,460 | 425,637 | 90,061 | | | | | | |
| 30 Sep. '61 | 35.9 | | 2.2 | | 6 | 10 | 49 | Oswego and Syracuse | 718,285 | 82,629 | | 396,340 | 213,500 | 4,875 | 614,715 | 38.1 | 70,714 | 116,302 | 62,554 | | 8 | | | |
| 30 Sep. '61 | 75.3 | | 2.2 | | 6 | 4 | 33 | Pottsdam and Watertown | 1,629,508 | 71,518 | | 665,419 | 1,000,000 | 192,748 | 1,858,167 | 47.5 | 98,255 | 91,789 | 32,437 | | | | | |
| 30 Sep. '61 | 25.2 | | 2.0 | | 6 | 13 | 70 | Rensselaer and Saratoga | 762,980 | 157,048 | | 610,000 | 249,750 | | 859,750 | 27.2 | 142,768 | 267,682 | 125,386 | | | | | |
| 30 Sep. '61 | 18.4 | | 1.2 | 31.3 | | | Rochester and Genesee Valley | 659,249 | 1,776 | | 557,600 | 150,000 | 13,480 | 721,080 | oper. by R. N. Y. & E. | | | 4,996 | | | | | | |
| 30 Sep. '61 | 18.0 | | 1.0 | | 1 | 1 | 30 | Sackett Harbor, Rome & N.Y. | 75,240 | 1,322 | | 30,889 | | 57,262 | 88,151 | 19.0 | 23,667 | 4,731 | | | | | | |
| 30 Sep. '61 | 21.0 | | 1.5 | | 2 | 3 | 10 | Saratoga and Schenectady | 480,684 | | | 300,000 | 73,000 | | 573,080 | oper. by Rensselaer & Saratoga | | | | | 5 | | | |
| 30 Sep. '61 | 40.8 | 6.6 | 3.9 | | 8 | 11 | 84 | Saratoga and Whitehall | 824,623 | 77,584 | | 500,000 | 376,000 | 15,398 | 891,398 | 51.3 | 109,788 | 142,192 | 31,680 | | | | | |
| 30 Sep. '61 | 13.0 | | 0.3 | | 2 | 6 | 6 | State Island | 267,159 | 36,443 | | 63,102 | 193,687 | 70,919 | 327,708 | 13.3 | | 16,543 | 8,894 | | | | | |
| 30 Sep. '61 | 81.0 | | 7.6 | | 13 | 12 | 117 | Syracuse and Binghamton | 2,857,713 | 2,654 | | 1,200,130 | 1,643,153 | 113,739 | 2,957,022 | 88.6 | 296,157 | 231,270 | 137,347 | | | | | |
| 30 Sep. '61 | 34.9 | | 3.5 | | 10 | 9 | 125 | Troy and Boston | 1,371,576 | 198,937 | | 606,911 | 808,500 | 271,097 | 1,686,508 | 38.4 | 247,898 | 271,158 | 134,958 | | | | | |
| 30 Sep. '61 | 6.0 | | | | | | Troy and Greenbush | 258,835 | 36,073 | | 274,400 | | | 710,000 | oper. by R. N. Y. & E. | | | | | 6 | | | | |
| 30 Sep. '61 | 2.1 | | | | | | Troy Union | 752,601 | | | 30,000 | 680,000 | | 710,000 | oper. by R. N. Y. & E. | | | | | | | | | |
| 30 Sep. '61 | 34.9 | | 2.6 | 51.3 | 4 | 6 | 39 | Utica and Black River | 837,656 | 32,755 | | 811,560 | | | 811,560 | 37.81 | 23,318 | 65,244 | 26,786 | | | | | |
| 30 Sep. '61 | 5.3 | | | | 5.0 | | | Warwick Valley | 141,748 | | | 96,000 | 45,500 | 11,625 | 153,125 | oper. by Erie R. W. Co. | | | | | | | | |
| 30 Sep. '61 | 96.7 | | 11.0 | | 16 | 18 | 282 | Watertown and Rome | 1,948,605 | 327,304 | | 1,499,000 | 730,500 | 101,947 | 2,330,947 | 107.7 | 216,453 | 353,441 | 164,672 | 6 | | | | |
| NORTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '60 | 94.9 | | 6.4 | | | | Atlantic and North Carolina | 2,157,503 | * | | 1,545,225 | 400,000 | 276,372 | 2,419,401 | 94.9 | | | 103,953 | 35,572 | | | | | |
| 31 May, '60 | 223.0 | | | | | | North Carolina | 4,235,000 | * | | 4,000,000 | | | 4,000,000 | 223.0 | | | | | | | | | |
| 31 May, '60 | 97.0 | | | | 23 | 18 | 182 | Raleigh and Gaston | 1,240,241 | * | | 973,300 | 126,200 | | 1,100,000 | 97.0 | | 206,917 | 108,541 | | | | | |
| 30 Sep. '60 | 161.5 | 15.0 | | | 24 | 32 | 144 | Wilmington and Manchester | 2,632,737 | * | 232,900 | 1,130,470 | 1,045,000 | 51,300 | 2,934,569 | 171.9 | | 469,458 | 219,688 | | | | | |
| 30 Sep. '60 | 161.9 | | | | | | Wilmington and Weldon | 2,869,223 | * | 107,000 | 1,340,213 | 791,055 | 102,391 | 3,114,954 | 171.0 | 323,069 | 477,554 | 235,201 | 8 | | | | | |
| 15 Mar. '60 | 81.0 | 3.0 | | | 192.5 | | | Western North Carolina | 2,000,000 | * | 4,700 | 290,212 | | 70,860 | 364,072 | | | | | | | | | |
| OHIO. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 118.2 | | | | 17 | 12 | 208 | Atlantic and Great Western | 613,231 | * | | 866,939 | | 77,294 | 866,939 | 118.2 | | | | | | | | |
| 1 Aug. '61 | 137.0 | | | | 41 | 39 | 508 | Bellefontaine and Indiana | 3,027,931 | * | 10,000 | 1,859,813 | 1,256,750 | 71,660 | 3,256,750 | | | 314,091 | 102,765 | | 15 | | | |
| 31 Mar. '62 | 60.3 | | | | 22 | 28 | 432 | Central Ohio | 5,579,508 | 922,670 | 106,133 | 1,628,356 | 3,673,900 | 1,126,458 | 6,810,432 | 141.0 | | 699,716 | 230,551 | | | | | |
| 31 Dec. '60 | 30.0 | | | | 22 | 28 | 432 | Cine. Hamilton and Dayton | 2,918,727 | 504,892 | 79,947 | 2,155,800 | 1,344,000 | | 3,818,784 | 198.3 | | 646,205 | 329,714 | 71 | 98 | | | |
| 1 May, '60 | 131.8 | | | | 16 | 10 | 332 | Cine. and Indianapolis Junc. | 6,250,841 | * | | 2,441,176 | 3,082,000 | 228,973 | 3,200,000 | 131.8 | | 804,168 | 190,745 | | 10 | | | |
| 31 Dec. '60 | 135.4 | 5.8 | | | 22 | 31 | 496 | Cine. Wilmington and Zanesv. | 4,029,200 | 614,411 | 512,333 | 4,746,100 | 519,000 | 4,201 | 5,765,128 | 141.0 | | 655,162 | 1,085,799 | 580,621 | 1234 | | | |
| 31 Dec. '60 | 67.0 | | | | 18.0 | 12 | 11 | 251 | Cleveland, Columbus and Cine. | 2,500,017 | 268,303 | 298,971 | 1,155,152 | 1,693,300 | 304,182 | 3,341,020 | 67.0 | | 369,849 | 238,003 | | 83 | | |
| 30 Nov. '61 | 95.4 | 1.2 | 37.9 | | 30 | 42 | 470 | Clev. Palmsville & Ashland | 3,986,537 | * | 641,503 | 3,000,000 | 1,353,000 | | 4,684,537 | 96.6 | | 1,120,370 | 662,948 | 114 | 274 | | | |
| 30 Nov. '61 | 102.5 | | | | 32 | 45 | 431 | Cleveland and Toledo | 9,320,288 | | 95,679 | 3,942,368 | 4,918,325 | 663,821 | 9,061,102 | 203.5 | | 646,413 | 772,098 | 332,093 | | | | |
| 31 May, '62 | 109.2 | 79.4 | | | 32 | 45 | 431 | Cleveland and Toledo | 6,699,373 | 504,420 | | 3,343,800 | 3,850,595 | 148,660 | 7,628,820 | 188.6 | | 610,292 | 1,003,637 | 548,488 | 3 | | | |
| 31 Dec. '60 | 61.4 | | | | 53.0 | 6 | 99 | Clev. Zanesville and Cine. | 1,574,693 | * | | 369,673 | 675,250 | 632,486 | | 61.5 | | 75,120 | 68,128 | | 50 | | | |
| 31 Dec. '60 | 72.0 | | | | 31.0 | 6 | 99 | Columbus and Indianapolis | 2,555,000 | | | 750,000 | 1,600,000 | 205,000 | | 72.0 | | 144,000 | 84,000 | | | | | |
| 30 Nov. '61 | 54.5 | 10.4 | | | 14 | 11 | 103 | Columbus and Xenia | 1,407,347 | 250,262 | 558,862 | 1,490,800 | 318,900 | 50,300 | 2,186,717 | oper. by R. W. Co. | | | | | | | | |
| 31 Mar. '61 | 144.0 | 7.9 | | | | | Dayton and Michigan | 5,087,571 | 112,644 | 4,800 | 2,195,762 | 2,521,700 | 360,824 | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Dividends. | Price of shares. |
|------------------------------|------------|---------------------------|-----------------------|--------------------------------|------------|------------|---------------|--------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|--|--|---|-----------|---------|-------|--|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2d Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | | | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | p. c. | p. c. | | | |
| PENNSYLVANIA, (Continued.) | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '61 | 59.0 | 13.0 | 5.0 | 55.5 | 8 | 5 | 59 | Pittsburg and Connellsville | 2,828,895 | 90,803 | | 1,756,436 | 1,500,000 | 85,312 | 3,426,836 | 22.0 | 11,408 | 70,228 | 21,217 | | | | | |
| 31 Dec. '61 | 467.5 | | 68.7 | | 104 | 80 | 1,261 | Pittsburg, Ft. Wayne & Chicago | 17,002,121 | | 31,408 | 6,249,433 | 10,264,995 | 1,847,323 | 18,999,581 | 467.5 | 2,434,641 | 3,031,787 | 1,299,721 | | 39 | | | |
| 30 Sep. '59 | 31.0 | | | 11.0 | | | | Pittsburg and Steubenville | 1,947,462 | | | 1,221,277 | 280,000 | | | | | | | | | | | |
| 30 Sep. '59 | 54.0 | | 3.0 | | 7 | 7 | 26 | Schuylkill and Susquehanna | 1,258,700 | | | 1,258,700 | 97,000 | | 1,355,700 | 54.0 | | | | | | | | |
| 30 Sep. '59 | 9.2 | 15.3 | 14.9 | | | | | Schuylkill Valley | 573,616 | | | 568,150 | | | 573,616 | 24.5 | | 34,501 | 29,604 | | 34 | | | |
| 31 Mar. '61 | 28.0 | 1.2 | 2.0 | | 4 | 1 | 445 | Shamokin Valley & Pottsville | 1,241,487 | 95,888 | 363,004 | 864,450 | 789,970 | 60,821 | 1,724,227 | | | 96,227 | 54,582 | | | | | |
| 31 Dec. '59 | 148.0 | | | 140.0 | | | | Sunbury (Phila.) and Erie | 6,393,712 | 107,252 | | 4,506,920 | 4,369,070 | 861,271 | 10,169,869 | 148.0 | | 114,126 | 61,848 | | 16 | | | |
| 30 Nov. '59 | 29.6 | 6.5 | 31.9 | | 8 | 3 | 127 | Tioga | 703,349 | 85,932 | | 97,550 | 396,000 | | | 29.6 | | 83,072 | 47,007 | | 6 | | | |
| 30 Sep. '59 | 26.4 | | 2.1 | | 4 | 11 | 9 | Westchester and Philadelphia | 1,410,638 | 74,677 | | 682,170 | 944,169 | 52,434 | 1,679,301 | 26.4 | | 125,597 | 4,502 | | | | | |
| 30 Sep. '60 | 78.0 | | | | 16 | 8 | 125 | Williamsport and Elmira | 4,050,314 | | | 1,500,000 | 2,200,000 | 293,895 | | 78.0 | 199,878 | 238,420 | 860,339 | | 13 | | | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jan. '60 | 50.0 | | 2.0 | | 12 | 17 | 103 | N. Y. Providence and Boston | 2,158,000 | | | 1,508,000 | 276,800 | | | 62.0 | 240,449 | 331,522 | 106,782 | | 55 | | | |
| 30 Nov. '61 | 13.0 | | 0.5 | | | 3 | 6 | Providence, Warren & Bristol | 448,666 | | | 437,917 | 8,500 | | | 13.6 | | 26,454 | 6,914 | | | | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 13.2 | 1.5 | | 182.4 | 2 | | 26 | Blue Ridge | 2,126,530 | | | 1,916,515 | 217,577 | | 2,134,092 | 13.2 | | | | | | | | |
| 31 Dec. '58 | 54.9 | | | 47.4 | 4 | 8 | 21 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 706,365 | 196,266 | 197,905 | 1,099,536 | 51.9 | | | | | | | | |
| 31 Dec. '58 | 109.6 | | | | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | | | 1,201,000 | 384,000 | | 1,099,600 | 109.6 | | 283,263 | 151,536 | | 6 | | | |
| — '58 | 40.3 | | | | | | | Cheraw and Darlington | 600,000 | | | 400,000 | 200,000 | | | 49.3 | | | | | | | | |
| 1 Jan. '59 | 143.2 | 21.3 | | | | | | Greenville and Columbia | 2,439,769 | 324,161 | | 1,429,008 | 1,145,000 | 345,546 | 2,919,554 | 143.2 | | 341,190 | 125,871 | | | | | |
| 31 Aug. '58 | 22.5 | | | | | | | Kings Mountain | 196,230 | | | 200,000 | | | 200,000 | 22.5 | | | | | | | | |
| 31 July '58 | 32.0 | | | | | | | Laurens | 543,403 | | | 400,000 | 106,218 | | 575,729 | 32.0 | | 27,568 | 8,527 | | | | | |
| 28 Feb. '59 | 102.0 | | | | | | | North-Eastern | 2,011,652 | | | 985,743 | 960,410 | 108,172 | 2,067,325 | 102.0 | | 220,014 | 96,145 | | | | | |
| 31 Dec. '60 | 136.0 | 100.0 | | | 62 | 59 | 790 | South Carolina | | | | | | | | | | 1,499,636 | 701,943 | | 7 | | | |
| 31 July '58 | 26.1 | | | 41.9 | | | | Spartanburg and Union | | | | | | | | 26.1 | | | | | | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '60 | 47.6 | | | | | | | Central Southern (Tenn.) | 1,021,439 | 58,133 | | 505,214 | 514,000 | 99,110 | 1,137,707 | 47.6 | | 29,967 | 19,187 | | | | | |
| 1859. | | | | 17.0 | 2 | | 14 | Edgefield and Kentucky | 857,947 | | | 333,204 | 612,000 | 60,900 | | 30.0 | 29,845 | 9,359 | 7,486 | | | | | |
| 1859. | 30.0 | | 1.8 | | 12 | 10 | 171 | East Tennessee and Georgia | 3,637,367 | | | 1,289,673 | 2,020,000 | 200,000 | | 140.0 | | 318,718 | 187,466 | | | | | |
| 1859. | 140.0 | | 8.0 | | 10 | 10 | 128 | East Tennessee and Virginia | 2,310,033 | 156,264 | | 536,654 | 1,902,000 | 390,407 | | 130.3 | 150,142 | 297,806 | 149,167 | | | | | |
| 1860. | 271.6 | 19.4 | 20.0 | | 43 | 37 | 667 | Memphis and Charleston | 5,866,578 | 878,069 | 129,364 | 3,809,949 | 2,659,000 | 290,112 | 7,627,797 | 271.6 | | 1,635,096 | 873,597 | | | | | |
| 1859. | 271.6 | 16.0 | 20.0 | 8.9 | 9 | 5 | 242 | Memphis and Ohio | 2,259,267 | 141,144 | | 570,000 | 1,361,000 | 145,000 | | | | | | | | | | |
| 1859. | 100.0 | | 30.6 | 55.8 | | | | Memphis, Clarksv. & Louisv. | 2,000,000 | 100,500 | | 298,721 | 740,000 | | | | | | | | | | | |
| 1859. | 59.0 | | | 40.1 | 7 | 5 | 119 | Mississippi and Tennessee | 1,137,400 | | | 798,285 | 554,949 | 319,518 | | 59.4 | 69,870 | 177,256 | 60,029 | | | | | |
| 1859. | 47.4 | | 2.3 | | 4 | 6 | 46 | Mississippi Central and Tenn. | 892,710 | 82,908 | | 317,447 | 632,500 | 22,369 | | 47.4 | 54,175 | 83,129 | 44,666 | | | | | |
| 1859. | 34.2 | | 7.0 | | 12 | 2 | 81 | McMinnville and Manchester | 633,807 | 56,816 | | 144,894 | 406,000 | 5,000 | | 34.2 | 30,065 | 23,808 | 13,892 | | | | | |
| 30 Nov. '60 | 149.7 | 44.0 | 7.9 | | 39 | 17 | 819 | Nashville and Chattanooga | 3,632,882 | | | 2,056,544 | 1,731,000 | | 159.0 | | 734,118 | 337,384 | | | | | | |
| 1859. | | | | | | | | Nashville and North Western | | | | | | | | | | | | | | | | |
| 1860. | 46.8 | | 4.2 | 11.7 | 5 | 5 | 32 | Tennessee and Alabama | 76,016 | 76,016 | | 595,922 | 860,000 | 204,544 | | 46.8 | 57,950 | 127,953 | 87,243 | | | | | |
| 1859. | 30.0 | | 0.6 | 8.0 | | | | Winchester and Alabama | | | | 216,962 | 413,000 | 408,477 | | 30.0 | | 1,248 | | | | | | |
| TEXAS, (all aided by State). | | | | | | | | | | | | | | | | | | | | | | | | |
| — '58 | 32.0 | | 158.0 | | | | | Buffalo Bayon, Braz. & Col'do | | | | | | | | 32.0 | | | | | | | | |
| — '58 | 50.0 | | 184.0 | | | | | Galvest. Houst. & Henderson | | | | | | | | 50.0 | | | | | | | | |
| — '60 | 50.0 | | 1.5 | 75.0 | 2 | 1 | 40 | Houston and Brazoria | 1,250,000 | | | 276,000 | 240,000 | 171,500 | | 50.0 | 31,300 | 32,670 | | | | | | |
| 1 May '60 | 70.0 | | 6.0 | 280.0 | 7 | 5 | 124 | Houston and Texas Central | 4,232,345 | | | 455,000 | 975,000 | 369,000 | | 70.0 | 102,200 | 282,846 | 196,568 | | | | | |
| — '59 | 25.0 | | 110.0 | | | | | San Antonio & Mexican Gulf | | | | | | | | 25.0 | | | | | | | | |
| — '59 | 28.0 | | 766.0 | | | | | Southern Pacific | | | | | | | | 28.0 | | | | | | | | |
| VERMONT. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May. '61 | 90.7 | | 8.6 | 19.6 | 8 | 8 | 183 | Connect. & Passumpsic Rivers | 1,514,132 | 193,422 | | 1,280,400 | 800,000 | 60,589 | | 90.7 | 118,219 | 183,750 | 92,683 | | 80 | | | |
| 31 Aug. '60 | 119.6 | | 13.0 | | 26 | 18 | 600 | Rutland and Burlington | 3,989,708 | 617,743 | | 2,233,376 | 3,172,550 | 979,119 | 6,385,045 | 119.6 | | 349,440 | 334,368 | 113,318 | | | | |
| 31 Aug. '60 | 62.0 | | 4.0 | | 10 | 6 | 174 | Rutland and Washington | 1,771,683 | | | 950,000 | | | | 62.0 | | 142,839 | 150,318 | 30,288 | | | | |
| 31 Aug. '60 | 119.0 | | 20.0 | | 42 | 28 | 885 | Vermont Central | 8,402,055 | | | 5,000,000 | 3,853,000 | 1,423,299 | 10,276,299 | 119.0 | | 706,817 | 775,569 | 127,727 | | | | |
| 31 Aug. '60 | 47.0 | | 2.8 | | | | | Vermont and Canada | 1,350,695 | | | 1,350,000 | | | | oper. by Vt. Central | | | | | 126 | | | |
| 31 Aug. '60 | 23.7 | | 0.7 | | 3 | 4 | 43 | Vermont Valley | 1,212,274 | 80,612 | | 516,164 | 793,200 | | | 23.7 | 47,950 | 45,930 | 8,522 | | | | | |
| 31 Aug. '60 | 54.0 | 10.5 | | | | | | Western Vermont | 1,083,500 | | | 332,000 | 709,000 | | 1,083,500 | oper. r.b. Troy & Bost. | | | 55,558 | | | | | |
| VIRGINIA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '59 | 41.3 | | 122.1 | | | | | Alex. Loudoun & Hampshire | 1,492,194 | 42,000 | | 1,403,018 | 36,188 | 88,131 | 1,534,194 | | | | | | | | | |
| 30 Sep. '59 | 77.8 | 8.9 | 3.8 | 105.6 | 9 | 5 | 221 | Manassas Gap | 2,942,548 | 210,680 | | 2,969,361 | 775,500 | 118,789 | | 113.7 | 703,034 | 136,302 | 43,062 | | | | | |
| 30 Sep. '59 | 79.2 | | | | 5 | 2 | 75 | Norfolk and Petersburg | 2,006,873 | 122,156 | | 1,500,124 | 590,610 | 155,161 | 9 months | 79.2 | 47,702 | 54,121 | 16,332 | | | | | |
| 30 Sep. '59 | 103.5 | | | | | | | Northwestern Virginia | 5,322,150 | | | 468,605 | 5,719,229 | | | 103.5 | 345,427 | 248,004 | loss | | | | | |
| 30 Sep. '59 | 88.3 | 65.4 | 10.0 | | 16 | 16 | 175 | Orange and Alexandria | 1,223,526 | | | 2,063,655 | 2,517,500 | 590,056 | | 167.7 | 270,846 | 450,422 | 222,214 | | | | | |
| 30 Sep. '59 | 123.3 | 10.1 | | | 14 | 13 | 279 | Petersburg and Lynchburg | 3,040,636 | 374,996 | | 1,385,300 | 1,851,500 | 292,842 | 4,745,256 | 133.4 | | 410,166 | 201,344 | | | | | |

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.
Th.11. F.12. Sat.13. M.15. Tu.16. W.17.

| STATE STOCKS:— | | | | | |
|----------------------------|-----|-----|-----|-----|-----|
| California 7s | 100 | 101 | 102 | 104 | 105 |
| Georgia 6s | 98 | 99 | 100 | 101 | 102 |
| Illinois Coupon bonds | 98 | 99 | 100 | 101 | 102 |
| Canal bonds | 98 | 99 | 100 | 101 | 102 |
| Illinois War Loan | 98 | 99 | 100 | 101 | 102 |
| Indiana War Loan | 98 | 99 | 100 | 101 | 102 |
| Kentucky 6s | 98 | 99 | 100 | 101 | 102 |
| Louisiana 6s | 98 | 99 | 100 | 101 | 102 |
| Maryland 6s | 98 | 99 | 100 | 101 | 102 |
| Michigan 6s | 98 | 99 | 100 | 101 | 102 |
| Minnesota 8s | 98 | 99 | 100 | 101 | 102 |
| Missouri 6s | 98 | 99 | 100 | 101 | 102 |
| Do. Ins. to H. & St. J. R. | 98 | 99 | 100 | 101 | 102 |
| New York 6s, 1874 | 98 | 99 | 100 | 101 | 102 |
| North Carolina 6s | 98 | 99 | 100 | 101 | 102 |
| South Carolina 6s | 98 | 99 | 100 | 101 | 102 |
| Ohio 6s | 98 | 99 | 100 | 101 | 102 |
| Tennessee 6s, 1890 | 98 | 99 | 100 | 101 | 102 |
| Virginia 6s | 98 | 99 | 100 | 101 | 102 |

RAILROAD SHARES:—

| | | | | | |
|-----------------------------|-----|-----|-----|-----|-----|
| Buffalo & State Line | 87 | 87 | 87 | 87 | 87 |
| Chicago, Burl. and Q. 86 | 66 | 67 | 69 | 70 | 69 |
| Chicago and Rock Isl. 67 | 122 | 122 | 122 | 123 | 123 |
| Clev., Col. and Cin. 124 | 24 | 24 | 24 | 27 | 27 |
| Clev. and Pittsburg 24 | 54 | 54 | 55 | 56 | 56 |
| Clev. and Toledo 54 | 72 | 72 | 73 | 74 | 74 |
| Del., Lack. and West 100 | 52 | 52 | 53 | 54 | 55 |
| Galena and Chicago 72 | 63 | 63 | 64 | 65 | 64 |
| Hudson River 52 | 68 | 68 | 70 | 71 | 71 |
| Illinois Central (scrip) 64 | 62 | 62 | 64 | 65 | 64 |
| Michigan Central 68 | 31 | 31 | 32 | 33 | 33 |
| M. S. and N. I. guard 31 | 33 | 33 | 34 | 34 | 34 |
| M. S. and N. I. 31 | 33 | 33 | 34 | 34 | 34 |
| Mil. and P. du Chien 33 | 33 | 33 | 34 | 34 | 34 |
| M. and P. du C. 1st pref. | 33 | 33 | 34 | 34 | 34 |
| M. and P. du C. 2d pref. | 33 | 33 | 34 | 34 | 34 |
| New Jersey Central | 94 | 94 | 94 | 95 | 95 |
| New York Central | 94 | 94 | 94 | 95 | 95 |
| Erie | 38 | 38 | 38 | 41 | 41 |
| Erie pref. | 69 | 69 | 70 | 72 | 74 |
| " Ass. scrip | 15 | 15 | 16 | 17 | 16 |
| N. York and Harlem 15 | 38 | 38 | 41 | 42 | 41 |
| N. Y. and H. "pref." 39 | 141 | 141 | 142 | 142 | 142 |
| Panama 141 | 60 | 61 | 63 | 61 | 61 |
| Phila. and Reading 59 | 40 | 40 | 39 | 39 | 39 |
| Pitts. Ft. W. & Chicago | 21 | 22 | 23 | 23 | 23 |
| Toledo & Wabash | 46 | 46 | 48 | 50 | 50 |
| " Prof. 46 | 46 | 46 | 48 | 50 | 50 |

RAILROAD BONDS:—

| | | | | | |
|--------------------------------|-----|-----|-----|-----|-----|
| Bull. N.Y. & Erie 1 M. | 90 | 90 | 90 | 90 | 90 |
| Chic. and N. W. 1st M. | 30 | 30 | 31 | 30 | 30 |
| " 2d M. | 95 | 95 | 95 | 95 | 95 |
| " S. F. | 50 | 50 | 50 | 50 | 50 |
| " A. B. 52 | 86 | 86 | 86 | 86 | 86 |
| " I. B. 84 | 105 | 105 | 105 | 105 | 105 |
| " Exten. | 105 | 105 | 105 | 105 | 105 |
| Clev. & Pitts., 1 M. | 97 | 97 | 97 | 97 | 97 |
| " 2 M. | 112 | 112 | 112 | 112 | 112 |
| " 3 M. | 112 | 112 | 112 | 112 | 112 |
| Chl. & Tol. S. F. 7 p.c. | 97 | 97 | 97 | 97 | 97 |
| Chl. & Bur. and Q. 8 p.c. | 112 | 112 | 112 | 112 | 112 |
| Chl. and R. I. 1st M. 70 | 108 | 108 | 108 | 108 | 108 |
| D. L. & W. 1 M. 8 p.c. 71-5 | 104 | 104 | 104 | 104 | 104 |
| " 2 M. 8 p.c. 81 | 104 | 104 | 104 | 104 | 104 |
| Gal. & Ch. 1 M. 7 p.c. 63 | 104 | 104 | 104 | 104 | 104 |
| " 2 M. 7 p.c. 75 | 104 | 104 | 104 | 104 | 104 |
| " 1 M. Ex. 82 | 104 | 104 | 104 | 104 | 104 |
| Hann. & St. J. bonds | 112 | 112 | 112 | 112 | 112 |
| Hudson R. 1 M. 7 p.c. 69 112 | 111 | 111 | 112 | 112 | 112 |
| " 2 M. S. F. | 108 | 108 | 109 | 110 | 110 |
| " 3 M. 7 p.c. 75 95 | 95 | 95 | 97 | 97 | 97 |
| " conv. bonds | 92 | 92 | 92 | 92 | 92 |
| Illinois Central bonds 102 | 101 | 102 | 102 | 102 | 102 |
| La Crosse & Mil. L. G. | 96 | 96 | 96 | 96 | 96 |
| Mil. and P. du C. 1st M. | 96 | 96 | 96 | 96 | 96 |
| Mich. Cen. S. F. 8 p.c. 82 112 | 112 | 112 | 112 | 112 | 112 |
| " conv. 8 p.c. 69 | 103 | 103 | 103 | 103 | 103 |
| M. S. & N. I. 1 M. S. F. 102 | 103 | 103 | 103 | 103 | 103 |
| " 2 M. | 88 | 88 | 89 | 89 | 89 |
| N. J. Central 1st M. | 90 | 90 | 90 | 90 | 90 |
| " 2d M. | 90 | 90 | 90 | 90 | 90 |
| N. Y. C. 8 p.c. cert. 83 105 | 105 | 105 | 105 | 105 | 105 |
| " 1 M. 7 p.c. 64 105 | 105 | 105 | 105 | 105 | 105 |
| " bonds 1876 | 112 | 112 | 112 | 112 | 112 |
| N. Y. & E. 1 M. 7 p.c. 67 | 113 | 113 | 113 | 113 | 113 |
| " 2 M. 7 p.c. 64 | 102 | 102 | 102 | 102 | 102 |
| " 3 M. 7 p.c. 83 | 102 | 102 | 102 | 102 | 102 |
| " 4 M. 7 p.c. 80 95 | 95 | 95 | 95 | 95 | 95 |
| " 5 M. 7 p.c. 83 90 | 90 | 90 | 90 | 90 | 90 |
| N. Y. & H. 1 M. 7 p.c. 73 108 | 108 | 108 | 108 | 108 | 108 |
| " 2 M. 7 p.c. 64 | 102 | 102 | 102 | 102 | 102 |
| " 3 M. 7 p.c. 67 | 102 | 102 | 102 | 102 | 102 |
| Pitts., Ft. W. & Chl. 1 M. 95 | 95 | 95 | 95 | 95 | 95 |
| " 2d M. 81 | 81 | 81 | 81 | 81 | 81 |
| " 3d M. | 60 | 60 | 60 | 60 | 60 |
| St. L. Alt. & Chl. 1 M. | 92 | 92 | 92 | 92 | 92 |
| St. L. A. & T. H. 1 M. | 92 | 92 | 92 | 92 | 92 |
| " 2 M. | 94 | 94 | 94 | 94 | 94 |
| Toledo & Wab. 1 M. | 92 | 92 | 92 | 92 | 92 |
| " 2 M. | 71 | 71 | 73 | 75 | 74 |

MISCELLANEOUS:—

| | | | | | |
|----------------------------|-----|-----|-----|-----|-----|
| American Gold | 118 | 119 | 119 | 117 | 117 |
| Del. and Hud. Canal | 102 | 102 | 102 | 102 | 102 |
| Penn. Coal Co. | 99 | 99 | 99 | 99 | 99 |
| Pacific Mail S. S. Co. 111 | 110 | 110 | 111 | 111 | 111 |

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.
Th.11. F.12. Sat.13. M.15. Tu.16. W.17.

| FEDERAL STOCKS:— | | | | | |
|-------------------------|-----|-----|-----|-----|-----|
| U. S. 6s, 1871 | 89 | 89 | 88 | 89 | 90 |
| U. S. 6s, 1874 | 89 | 89 | 88 | 89 | 90 |
| U. S. 6s, 1885 | 94 | 94 | 94 | 94 | 95 |
| U. S. 6s, 1881 reg. | 100 | 99 | 99 | 101 | 100 |
| U. S. 6s, 1881 cou. | 100 | 99 | 99 | 100 | 101 |
| U. S. 6s, '81, O.W.Ly. | 99 | 99 | 99 | 99 | 99 |
| U. S. 6s, 1881, " 4y. | 99 | 99 | 99 | 99 | 99 |
| U. S. 6s, 1882 | 97 | 97 | 97 | 97 | 97 |
| U. S. 6s, 1887 reg. | 98 | 98 | 98 | 98 | 98 |
| U. S. 6s, 1888, " 98 | 98 | 98 | 98 | 98 | 98 |
| U. S. 6s, 1888, coup. | 99 | 99 | 99 | 99 | 99 |
| U. S. Demand Notes | 108 | 108 | 108 | 110 | 111 |
| U. S. 6s, 1 year cert. | 98 | 98 | 98 | 98 | 98 |
| Treasury 7-10 Notes 103 | 103 | 103 | 103 | 104 | 104 |

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.
W. 10. Th. 11. F. 12. Sat. 13. M. 15. Tu. 16.

| | | | | | |
|------------------------|-----|-----|-----|-----|-----|
| Boston and Lowell | 114 | 114 | 114 | 114 | 114 |
| Boston and Maine | 118 | 118 | 118 | 118 | 118 |
| Boston and Providence | 121 | 121 | 121 | 121 | 121 |
| Boston and Worcester | 121 | 121 | 121 | 121 | 121 |
| Connecticut River | 74 | 75 | 75 | 76 | 77 |
| Eastern, Mass. | 74 | 75 | 75 | 76 | 77 |
| Eastern, N. H. | 104 | 104 | 104 | 104 | 104 |
| Fitchburg | 67 | 67 | 67 | 67 | 67 |
| Michigan Central | 67 | 67 | 67 | 67 | 67 |
| Northern, N. H. | 57 | 57 | 57 | 57 | 57 |
| Old Colony and Fall R. | 109 | 110 | 110 | 110 | 110 |
| Ph., W. & Baltimore | 52 | 53 | 52 | 53 | 54 |
| Port'd, Saco & Ports | 53 | 53 | 53 | 53 | 53 |
| Vermont & Canada | 126 | 126 | 126 | 126 | 126 |
| Vermont & Mass. | 131 | 131 | 131 | 131 | 131 |
| Western | 107 | 107 | 107 | 107 | 107 |
| Cambridge (Horse) | 59 | 59 | 59 | 59 | 59 |
| Metropolitan | 80 | 82 | 82 | 82 | 82 |
| Middlesex | 17 | 17 | 17 | 17 | 17 |
| Bohemian Copper Co. | 6 | 6 | 6 | 6 | 6 |
| Central | 31 | 31 | 31 | 31 | 31 |
| Copper Falls Co. | 13 | 13 | 13 | 13 | 13 |
| Franklin Copper Co. | 5 | 5 | 5 | 5 | 5 |
| Iale Royale | 5 | 5 | 5 | 5 | 5 |
| Hancock | 5 | 5 | 5 | 5 | 5 |
| Mesnard | 5 | 5 | 5 | 5 | 5 |
| National | 55 | 55 | 55 | 55 | 55 |
| Minnesota | 34 | 34 | 35 | 34 | 34 |
| Pewabic | 57 | 57 | 57 | 57 | 57 |
| Pittsburg | 44 | 44 | 44 | 44 | 44 |
| Quincy | 12 | 12 | 12 | 12 | 12 |
| Rockland | 2 | 2 | 2 | 2 | 2 |
| Superior | 2 | 2 | 2 | 2 | 2 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.
W. 10. Th. 11. F. 12. Sat. 13. M. 15. Tu. 16.

| | | | | | |
|-------------------------|-----|-----|-----|-----|-----|
| Allegheny Co. 6s | 88 | 88 | 88 | 88 | 88 |
| Beaver Meadow | 57 | 57 | 57 | 57 | 57 |
| Cattawissa | 3 | 3 | 3 | 3 | 3 |
| " preferred | 10 | 10 | 10 | 10 | 10 |
| Camden & Amb. | 128 | 128 | 128 | 128 | 128 |
| " 6s, 83 | 13 | 13 | 13 | 13 | 13 |
| Elmira & Wm'sport | 13 | 13 | 13 | 13 | 13 |
| " " pref. | 23 | 23 | 23 | 23 | 23 |
| " " 10s | 37 | 37 | 37 | 37 | 37 |
| Harrisburg | 51 | 51 | 51 | 51 | 51 |
| Lehigh Navigation | 106 | 106 | 106 | 106 | 106 |
| " 6s, 106 | 106 | 106 | 106 | 106 | 106 |
| " scrip | 17 | 17 | 17 | 17 | 17 |
| Long Island | 45 | 45 | 45 | 45 | 45 |
| Minneh | 9 | 9 | 9 | 9 | 9 |
| North Pennsylvania | 68 | 68 | 68 | 68 | 68 |
| " 6s | 101 | 101 | 101 | 101 | 101 |
| " 10s | 47 | 47 | 47 | 47 | 47 |
| Pennsylvania R. R. | 106 | 106 | 106 | 106 | 106 |
| " 1st m. | 102 | 102 | 102 | 102 | 102 |
| " 2d m. | 89 | 89 | 89 | 89 | 89 |
| Penn. State, 5s | 92 | 92 | 92 | 92 | 92 |
| " 6s, coupon | 98 | 98 | 98 | 98 | 98 |
| Philadelphia & Erie, 6s | 97 | 97 | 97 | 97 | 97 |
| Philadelphia City, 6s | 101 | 101 | 101 | 101 | 101 |
| " new 101 | 30 | 29 | 28 | 30 | 31 |
| Phila. & Reading | 29 | 29 | 29 | 29 | 29 |
| " 6s, 86 | 24 | 24 | 24 | 24 | 24 |
| " 6s, 70 | 24 | 24 | 24 | 24 | 24 |
| Arch street, (Horse) | 40 | 40 | 40 | 40 | 40 |
| Chestnut & Wal. | 33 | 33 | 33 | 33 | 33 |
| Green & Coates | 68 | 68 | 68 | 68 | 68 |
| 2d and 3d streets | 18 | 18 | 18 | 18 | 18 |
| Spruce & Pine | 13 | 13 | 13 | 13 | 13 |
| 18th & 15th sts. | 20 | 20 | 20 | 20 | 20 |
| West Philad. | 53 | 53 | 53 | 53 | 53 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.
W. 10. Th. 11. F. 12. Sat. 13. M. 15. Tu. 16.

| | | | | | |
|-------------------------|----|----|----|----|----|
| Baltimore City 6s, 1875 | 99 | 99 | 99 | 99 | 99 |
| " 1890 100 | 98 | 98 | 98 | 98 | 98 |
| Balt. and Ohio | 65 | 65 | 65 | 65 | 65 |
| " b'ds, '82 | 91 | 91 | 91 | 91 | 91 |
| " " '85 | 93 | 93 | 93 | 93 | 93 |
| North. Central | 27 | 27 | 27 | 27 | 27 |
| " b'ds, '85 | 79 | 79 | 79 | 79 | 79 |
| " " '98 | 80 | 80 | 80 | 80 | 80 |

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon they are issued.

American Railroad Journal.

Saturday, September 30, 1862.

Stock and Money Market.

Beside our usual quotations of daily sales of stocks and other securities at the New York Stock Exchange, we give also this week a list of such sales at the Boston, Philadelphia and Baltimore boards. In addition thereto, we quote sales of Stonington at 95; Norwich and Worcester, 59½; Concord and Portsmouth guaranteed 7 per cent., 111; Morris Canal, preferred, 116; Terre Haute and Richmond, 125; Tioga 7s, 100; Goshen Branch bonds, 101; Lackawanna and Western, 1st mortgage, 103; Sunbury and Erie 7s, 100; Schuylkill Navigation 6s, 1872, 89; Camden and Amboy 6s, 1883, 95; Bath City 6s, 102; Bangor 6s, 104; Brooklyn City water loan 106½; State of Maine 6s, 1871, 107; State of Connecticut 6s, 107. The past week has been an eventful one. The improvement in securities of all kinds has been most marked. Erie common has gone up, from 38 on Wednesday week, to 41; do., preferred from 60 to 74½; Michigan Central from 68½ to 71½; Philadelphia and Reading from 59½ to 61½; Toledo and Wabash preferred from 46 to 50; Michigan Southern from 31¼ to 33½; Hudson River from 52 to 55; Galena and Chicago from 70¼ to 74½; Cleveland and Pittsburg from 24¼ to 27½, and so on through most of the list. In railway mortgages a large increase is also noted. Sales have been made of Hudson River, 1st mortgage at 118½; do., 2d mortgage S. F. at 110; Illinois Central bonds at 102½; Milwaukee and Prairie du Chien 1st mortgage at 98; N. Y. Central bonds of 1876 at 112; Erie 1st mortgage at 114; Pittsburg, Ft. W. & Chicago at 98; New York & Harlem 1st mortgage, 108. At Boston, Philadelphia and Baltimore, we observe the same rate of increase. The news from the seat of war is regarded favorable. Pennsylvania has not yet been invaded; the Pennsylvania road has not been obstructed, nor is it occupied by the government to the exclusion of other business. The Baltimore and Ohio Railroad Company, notwithstanding the disruption of their business the greater part of

hence—it will be closed out, and the road will be opened intact and continuous to Erie City.

London and Port Stanley Railroad.

From the annual report of Directors of the London and Port Stanley Railroad, submitted to the shareholders at a meeting recently held in London, C. W., it appears that the total receipts from all sources during the year were \$34,971 88, being an increase over last year of \$1,388 59, or about four per cent. The working expenses of the road amounted to 77 per cent. of the earnings, but during the year there had been an outlay for new ties and wheels amounting to \$5,769. The Directors are of opinion that some immediate steps must be taken to secure a regular line of propellers between Port Stanley and Montreal, and propositions were before the board which they hoped would result in the securing of this desirable end. On the whole the condition of the road was satisfactory, considering the almost total stoppage of trade with the United States. The stock was in general good order, and well fitted for the large fall business confidently expected.

Atlantic White Lead Co.

An establishment which may well be termed a model after its kind is that of the Atlantic White Lead Co., in Brooklyn, the office in this city being at 287 Pearl Street. The business was commenced in 1830 by Messrs. Pollen & Colgate; but about seven years ago the name of the firm was changed, by the admission of Mr. Edward Austen, to that of Robert Colgate & Co. They are one of the few firms which sell only the products of their own factory. With ample means, an intimate knowledge of every department of the business, and a reputation which has never been tarnished during the whole history of the concern, the proprietors are always prepared to supply the best articles in their line, such as white lead, dry or in oil; red lead or litharge; French oxide of zinc; linseed oil, &c. See their advertisement.

Pennsylvania Railroad.

HARRISBURG, Sept. 17, 1862.

The reports throughout the West that the Pennsylvania Railroad is obstructed by transportation of troops and government supplies, or that it has been in danger of invasion, are entirely without foundation. The road is entirely unobstructed, and doing its usual heavy transportation without detention or hindrance, and is prepared for any amount of trade that may be thrown upon it, either east bound or west bound.

Atlantic and Great Western Railway.

The London Money Market Review, of August 30th, says: A circular has been addressed to the bondholders of the Atlantic and Great Western Railway, in which is given the following communication from T. W. Kennard, engineer-in-chief, dated Meadville, Penn., Aug. 9th:

"All goes on well. I hope to complete to Akron and the branches to the oil wells in say two months, for I have now a large force of men. The monthly balance sheet is a much better test of the work done than the progress section, for some months, if the work is light, will make a great show. Last month we were engaged in heavy work, and thus it does not show so well as the previous month. More cubic yards, however, were removed. M. Navarro is now with me, and is, I think, perfectly satisfied with the progress made; he ought to be. I have had tremendous difficulties to contend against, and still I hope to com-

plete the whole line during October, the month promised."

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Sept. 5th, 1862, was as follows:

| | |
|------------------------------|-------------|
| Passengers | \$22,860 80 |
| Freight and live stock | 22,186 14 |
| Mails and sundries | 1,303 10 |

Corresponding week of last year..... \$46,350 04
43,706 53

Increase..... \$2,643 51

The receipts of the Grand Trunk Railway of Canada for the week ending August 30, 1862, were:

| | |
|-----------------------------|-------------|
| 17,594 passengers | \$22,559 50 |
| Mails and sundries | 2,933 68 |
| Freight and live stock..... | 34,587 29 |

Total..... \$60,080 47
Corresponding week of last year..... 59,714 40

Increase..... \$366 07

The Galena and Chicago Railroad earned the 1st week in September, 1862..... \$44,130 10
Do., 1861..... 38,308 48

Increase..... \$5,821 62

The Michigan Central Railroad earned in the 1st week of September, 1862..... \$54,512 00
Do., 1861..... 44,758 00

Increase..... \$9,754 00

The Cleveland and Toledo Railroad earned the 1st week of September, 1862..... \$20,558 00
Do., 1861..... 16,558 00

Increase..... \$4,000 00

The Toledo and Wabash Railroad earned the 1st week of September, 1862..... \$39,355 65
Do., 1861..... 32,114 50

Increase..... \$7,241 15

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in September, 1862, were..... \$27,321 65
Do., 1861..... 29,884 40

Decrease..... \$2,561 75

The Chicago and Northwestern Railroad earned in the 1st week of September, 1862..... \$17,941 90
Corresponding period, 1861..... 15,071 85

Increase..... \$2,870 05

Rocky Mountain and Pittsburg Gold Mining Company.

A large number of Massachusetts men, principally from New Bedford and vicinity, organized into a company known as the Rocky Mountain and Pittsburg Gold Mining Company, recently passed through Chicago en route for the gold regions, under the charge of the General Superintendent of the organization, the Hon. Rodney French. The company was incorporated in November, 1861, and has been organized as follows: President, Simeon C. Coffin, of Alleghany City, Penn. Secretary—Osias Millett, of Maine. Directors—Simeon C. Coffin; Ira Coffin, of Plymouth, N. H.; John Wetherby, jr., of Boston; Osias Millett, and Rodney French, of New Bedford. They will carry across the plains $1\frac{1}{2}$ tons of quicksilver, 400 kegs of powder, and provisions for a year, thus making up some 20 teams, with about 40 pairs of oxen and 20 cows.

The company have located on South Bolder Creek, Mammoth City, Arapahoe County, Colora-

do Territory, about fifty miles from Denver City, the capital of the Territory. They have 242 lode-claims, 24 water-powers, and a ranch of 460 acres, some four miles from the mountains. They will erect a quartz-crushing mill of fifty stamps that will run by water-power. The machinery for the company was manufactured at Pittsburg, Pa., and is now ready for transportation.

San Paulo (Brazilian) Railway.

The report of the directors states that the progress of the enterprise continues highly satisfactory. On the 23d of July last the directors resolved, "That it be offered to the shareholders to pay up in advance of calls on such number of shares as will, at 12 $\frac{1}{2}$ per share paid in advance, produce 200,000 $\frac{1}{2}$; such shares to carry interest at 7 per cent on the amount for the time being paid in advance, and on the balance, interest, or dividend as on the ordinary shares, such offer to be made rateably to the shareholders in the first instance." The advance will be made payable on the 20th of November next. The directors have no doubt that the above resolution will meet the views of all parties.

Mr. Brunlees, the engineer-in-chief, reports that about 11 miles of the permanent way have been laid on the first section of 13 miles. On the second section, 35 miles in length, the masonry in the culverts is kept well in advance of the earth-works, 40 per cent of which are completed. The works generally from the top of the Serra to San Paulo are in advance of those on the inclines. The third section, 38 miles in length, has been surveyed, and the heavy works have been staked out. At the end of May last the number of men employed on the works was 2,850. The shipment of sleepers, bridges, sheds, &c., is being actively proceeded with, and three locomotives are on their way out.

The Minister of Public Works in his report to the Legislative Assembly at Rio, in May last, stated that the railway of the company commenced at the city of Santos, passed through that of San Paulo, and thence on as far as Jundiaby, a total length of 88 English miles. Its guaranteed capital was 2,000,000 $\frac{1}{2}$. None of it was yet opened for traffic, but vigorous progress was being made, chiefly in the two first sections from Santos to San Paulo. The works across the Serra were of a heavy character, and stationary engines for working the inclines would be indispensable. The sum of 252,340 $\frac{1}{2}$ had been expended during the past year in the construction of the works. The contractors, Messrs. Sharpe and Sons, were bound to deliver up the works complete in 1868. They proposed to the Government to complete the works in three years less time if paid 50,000 $\frac{1}{2}$ a year for each year saved. The present traffic between Santos and Jundiaby amounted to 59,000 passengers, and 50,000 tons of goods. The present annual expenditure upon the carriage of goods and passengers was estimated at 361,256 $\frac{1}{2}$, and that which would be charged upon the same amount of traffic when the railway was finished, was estimated at 165,447 $\frac{1}{2}$, so that there would be a saving of 195,817 $\frac{1}{2}$ to those persons if they adopted the new mode of conveyance. The traffic on the line, according to the estimates, would not be under the 7 per cent guarantee, which would then become nominal. He considered it advisable to come to an arrangement with the contractor for the earlier completion of the works. The capital

account showed that 899,429 $\frac{1}{2}$ had been received, and 724,725 $\frac{1}{2}$ expended to the 30th of June, leaving a balance of 174,704 $\frac{1}{2}$.

Supply and Consumption of Cotton.

The New Orleans Price Current, of September 1st, furnishes the following statement of the supply and consumption of cotton in Europe and the United States, for the ten years ending with 1861:

| Year. | U. States Crop. | Foreign Supply. | Total. |
|------------|-----------------|-----------------|------------|
| 1852..... | 3,015,000 | 739,000 | 3,754,000 |
| 1853..... | 3,263,000 | 882,000 | 4,145,000 |
| 1854..... | 2,930,000 | 630,000 | 3,560,000 |
| 1855..... | 2,847,000 | 783,000 | 3,630,000 |
| 1856..... | 3,529,000 | 843,000 | 4,372,000 |
| 1857..... | 2,940,000 | 1,096,000 | 4,036,000 |
| 1858..... | 3,114,000 | 925,000 | 4,039,000 |
| 1859..... | 3,851,000 | 1,018,000 | 4,869,000 |
| 1860..... | 4,676,000 | 884,000 | 5,560,000 |
| 1861..... | 3,700,000 | 1,438,000 | 5,138,000 |
| Total..... | 33,865,000 | 9,238,000 | 43,103,000 |

| | Consumption in Europe. | Consumption in U. S. | Total. |
|------------|------------------------|----------------------|------------|
| 1852..... | 3,112,000 | 603,000 | 3,715,000 |
| 1853..... | 3,013,000 | 671,000 | 3,684,000 |
| 1854..... | 3,116,000 | 610,000 | 3,726,000 |
| 1855..... | 3,316,000 | 593,000 | 3,909,000 |
| 1856..... | 3,673,000 | 694,000 | 4,367,000 |
| 1857..... | 3,079,000 | 702,000 | 3,781,000 |
| 1858..... | 3,516,000 | 596,000 | 4,112,000 |
| 1859..... | 3,651,000 | 928,000 | 4,579,000 |
| 1860..... | 4,321,000 | 978,000 | 5,299,000 |
| 1861..... | 3,831,000 | 650,000 | 4,481,000 |
| Total..... | 34,628,000 | 7,025,000 | 41,653,000 |

| Seasons. | Receipts N. Orleans. | Aver. price per bale. | Total Value. |
|---------------|----------------------|-----------------------|---------------|
| 1850-'51.... | 995,036 | \$49.00 | \$48,756,764 |
| 1851-'52.... | 1,429,183 | 34.00 | 48,592,322 |
| 1852-'53.... | 1,664,864 | 41.00 | 68,259,424 |
| 1853-'54.... | 1,440,779 | 38.00 | 54,749,602 |
| 1854-'55.... | 1,284,768 | 40.00 | 51,390,720 |
| 1855-'56.... | 1,759,293 | 40.00 | 70,371,720 |
| 1856-'57.... | 1,513,247 | 57.00 | 86,255,079 |
| 1857-'58.... | 1,678,616 | 52.50 | 88,127,340 |
| 1858-'59.... | 1,774,298 | 53.00 | 92,037,794 |
| 1859-'60.... | 2,255,448 | 48.50 | 109,389,228 |
| 1860-'61.... | 1,849,312 | 50.00 | 92,465,600 |
| 1861-'62.... | 38,880 | 45.50 | 1,769,040 |
| Total 12 y's. | 17,683,724 | | \$812,164,533 |

Finances of New York.

The following are some interesting figures from the Comptroller's Report, for the year 1861, of which 5,000 copies have been ordered to be printed:

| | |
|------------------------------------|-----------------|
| Balance on hand Dec. 31, 1860..... | \$3,435,096 67 |
| Receipts during 1861..... | 16,696,698 14 |
| Total..... | \$20,131,794 81 |
| Amount of payments 1861..... | 17,333,242 43 |

| | |
|--|----------------|
| Balance remaining in the Treasury Dec. 31, 1861..... | \$2,798,552 38 |
|--|----------------|

The amount of the General Levy for 1861 was as follows:

| | |
|--------------------------------|----------------|
| State and County purposes..... | \$4,914,338 88 |
| City purposes..... | 6,713,293 40 |

| | |
|------------|-----------------|
| Total..... | \$11,627,632 28 |
|------------|-----------------|

The following items were comprised in the expenditures on City Account, for which warrants were drawn, executed and duly registered in 1861:

| | |
|--|----------------|
| Common Council & Board of Health..... | \$4,448,568 60 |
| Board of Education..... | 1,300,000 00 |
| Department of Public Charities and Correction..... | 669,375 00 |
| Board of Commissioners of Central Park..... | 114,000 00 |

The amounts received for licenses in 1860 and

1861 was \$76,510, which sum was paid by the Excise Commissioners to the County Treasurer.

The following is an interesting table of taxes on non-residents:

| Year. | Valuation. | Amount of Tax. |
|-----------|--------------|----------------|
| 1855..... | \$14,491,530 | \$174,767 40 |
| 1856..... | 18,601,265 | 257,254 70 |
| 1857..... | 17,227,986 | 258,135 48 |
| 1858..... | 12,034,532 | 196,200 70 |
| 1859..... | 14,631,462 | 262,211 81 |
| 1860..... | 15,121,162 | 256,267 84 |
| 1861..... | 13,807,776 | 276,397 55 |

Of these taxes only about three fourths of the amounts assessed are ever realized, although the valuation of property forms part of the aggregate amount upon which the State taxes are apportioned, and are required to be paid by this County.

Atlantic and Great Western Railroad.

Two new first-class locomotives from DANFORTH, COOKE & Co., Paterson, have just been completed for the Atlantic and Great Western Railroad. They were taken over the Lake Shore Railroad and down to Ravenna, O., to lay track between that place and Meadville, Pa., the grading being ready for the rails on that section. We learn that 2,000 men are at work between Meadville and Akron. Between Corry and Meadville the track is about half completed.

Alex. M. Rose, the engineer of the Victoria bridge, died in England recently in an insane asylum. He was intimately connected with the elder Stephenson. He was the resident engineer of the Conway and Menai Strait bridges with the late Robert Stephenson, and during his whole career, professionally and private, had very close relations with him.

Jamestown and Franklin Railroad.

At a meeting of the stockholders of this company held at Sheakleyville, Mercer county, on the 28th August, Dr. Wm. Gibson, of Jamestown, was elected President, and A. W. Raymond, Esq., of Franklin, Secretary. The following gentlemen were elected Directors; Thomas Hoge, James S. Myers, A. W. Raymond, S. A. Potter, T. H. Fulton, and David Hadley.

A resolution was passed by the Board of Directors authorizing an immediate survey of the line.

Union Canal Company.

At a meeting of the stockholders of the Union Canal Company, an act was accepted by which the property of the corporation, which has been in the hands of trustees since October, 1857, reverts to the company, and they are freed from all debt except their funded or first mortgage.

Valuation and Taxation in Boston.

The Assessors have concluded the valuation of the city for the year 1862, with the following result:

| | |
|---|---------------|
| Amount of real and personal property in 1861..... | \$275,760,100 |
| In 1862..... | 275,957,300 |

| | |
|-------------------|-----------|
| Gain in 1862..... | \$197,200 |
|-------------------|-----------|

There has been a loss of \$4,169,700 in real estate and a larger gain in personal estate. The gain in the latter is principally from the rise in certain description of goods.

| | |
|-------------------------------------|--------|
| The amount of polls in 1862 is..... | 34,038 |
| In 1861..... | 35,161 |

| | |
|-------------------|-------|
| Loss in 1862..... | 1,123 |
|-------------------|-------|

Amount of tax to be raised in 1862 is \$2,897,551.65, from which deduct 34,038 polls, at \$2 each, and the remainder is the sum to be assessed upon the real and personal property of the city.

The per centage of taxation is fixed at 10.50 per cent. Last year it was 8.90. The rate of the city and county this year is only 8.41. The increase is in the State and direct National tax, 2.09, as the State and National tax together will amount to nearly half a million dollars.

The Albany and Susquehanna Railroad Company are now laying down the rails for their road in Albany, from the dock up Gansevoort st.

Railways in Algeria.

The inauguration of the railway from Algiers to Blidah took place on the 15th, according to previous announcement. At half past seven in the morning the train of honor left Algiers with Marshal the Duke de Malakoff, General de Martimprey, and others of the superior military and civil authorities, and arrived in due time at Blidah, the station at which place was handsomely fitted up for the occasion, and where an immense crowd of Arabs had assembled. The Governor, on alighting, was received by the Mayor of the place, who made an appropriate speech, which was replied to by the Marshal in suitable terms. A Te Deum was afterwards sung in the church, although the building is not yet completely finished. After the mass the Marshal and a numerous party went to the Olive Garden, where a splendid luncheon was prepared under the trees, M. Bosland, Vice President of the Board of Directors of the Railway Company, proposed a toast to the prosperity of the colony and to the health of the Governor General, which was drunk with loud applause, and in which the Duke de Malakoff replied in expressions which were received with loud cheers. The guests returned to Algiers in the afternoon.

Agricultural College Act.

AN ACT donating lands to the several States and Territories which may provide Colleges for the benefit of Agriculture and the Mechanic Arts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be granted to the several States, for the purpose hereinafter mentioned, an amount of public land, to be appropriated to each State a quantity equal to thirty thousand acres for each Senator and Representative in Congress to which the States are respectively entitled by the apportionment under the census of 1860; provided, that no mineral lands shall be selected or purchased under the provisions of this act.

SEC. 2. And be it further enacted, That the land aforesaid, after being surveyed, shall be apportioned to the several States in sections or subdivisions of sections, not less than one-quarter of a section; and whenever there are public lands in a State subject to sale at private entry at one dollar and twenty-five cents per acre, the quantity to which said State shall be entitled shall be selected from such lands within the limits of such State, and the Secretary of the Interior is hereby directed to issue to each of the States in which there is not the quantity of public lands subject to sale at private entry at one dollar and twenty-five cents per acre, to which said State may be entitled under the provisions of this act, land scrip to the amount in acres for the deficiency in its distributive share; said scrip to be sold by said States and the proceeds thereof applied to the uses and purposes prescribed in this act, and for no other use or purpose whatsoever: provided, that in no case shall any State to which land scrip may thus be issued be allowed to locate the same within the limits of any other State, or of any Territory of the United States, but their assignees may thus locate said land scrip upon any of the unappropriated lands of the United States subject to sale at private entry at one dollar and twenty-five cents or less per acre: And provided further, that no more than one million acres shall be located by such assignees in any one of the States: And provided further, that no such location shall be made before one year from the passage of this act.

Sec. 3. And be it further enacted, That all the expenditures of management, superintendence and taxes from date of selection of said lands, previous to their sales, and all expenses incurred in the management and disbursement of the moneys which may be received therefrom, shall be paid by the States to which they may belong out of the treasury of said States, so that the entire proceeds of the sale of said lands shall be applied without any diminution whatever to the purposes hereinafter mentioned.

Sec. 4. And be it further enacted, That all monies derived from the sale of the lands aforesaid by the States to which the lands are apporportioned, and from the sales of land scrips hereinbefore provided for, shall be invested in stocks of the United States, or of the States, or some other safe stocks, yielding not less than five per cent. upon the par value of said stocks; and that the moneys so invested shall constitute a perpetual fund, the capital of which shall remain forever undiminished, (except so far as may be provided in section fifth of this act,) and the interest of which shall be inviolably appropriated, by each State which may take and claim the benefit of this act, to the endowment, support and maintenance of at least one college, where the leading object shall be, without excluding other scientific and classical studies, and including military tactics, to teach such branches of learning as are related to agriculture and the mechanic arts, in such manner as the legislatures of the States may respectively prescribe, in order to promote the liberal and practical education of the industrial classes in the several pursuits and professions in life.

Sec. 5. And be it further enacted, That the grant of land and land scrip hereby authorized shall be made on the following conditions, to which, as well as to the provisions hereinbefore contained, the previous assent of the several States shall be signified by legislative acts:

First. If any portion of the fund invested, as provided by the foregoing section, or any portion of the interest thereon, shall, by any action or contingency, be diminished or lost, it shall be replaced by the State to which it belongs, so that the capital of the fund shall remain forever undiminished; and the annual interest shall be regularly applied without diminution to the purposes mentioned in the fourth section of this act, except that a sum, not exceeding ten per cent. upon the amount received by any State under the provisions of this act, may be expended for the purchase of lands for sites or experimental farms, whenever authorized by the respective Legislatures of said States.

Second. No portion of said fund, nor the interest thereon, shall be applied, directly or indirectly, under any pretence whatever, to the purchase, erection, preservation, or repair of any building or buildings.

Third. Any State which may take and claim the benefit of the provisions of this act shall provide, within five years, at least not less than one college, as described in the fourth section of this act, or the grant to such State shall cease; and said State shall be bound to pay the United States the amount received of any lands previously sold, and that the title to purchasers under the State shall be valid.

Fourth. An annual report shall be made regarding the progress of each college, recording any improvements and experiments made, with their costs and results, and such other matters, including State industrial and economical statistics as may be supposed useful; one copy of which shall be transmitted by mail free, by each, to all the other colleges which may be endowed under the provisions of this act, and also one copy to the Secretary of the Interior.

Fifth. When lands shall be selected from those which have been raised to double the minimum price, in consequence of railroad grants, they shall be computed to the States at the maximum price, and the number of acres proportionally diminished.

Sixth. No State while in a condition of rebel-

lion or insurrection to the Government of the United States shall be entitled to the benefit of this act.

Seventh. No State shall be entitled to the benefits of this act unless it shall express its acceptance thereof by its Legislature within two years from the date of its approval by the President.

Sec. 6. And be it further enacted, that land scrip issued under the provisions of this act shall not be subject to location until after the first day of January, 1863.

Sec. 7. And be it further enacted, that the land officers shall receive the same fees for locating land scrip issued under the provisions of this act, as is now allowed for the location of military bounty land warrants under existing laws; provided, their maximum compensation shall not be thereby increased.

Sec. 8. And be it further enacted, that the Governors of the several States to which scrip shall be issued under this act, shall be required to report annually to Congress all sales made of such scrip, until the whole shall be disposed of, the amount received for the same, and what appropriation has been made of the proceeds.

Approved, July 2, 1862.

Railways in India.

It appears that works have been sanctioned to the extent of £57,500,000, of which £53,500,000 has received a guarantee of interest (the remainder will be guaranteed as required), that £43,000,000 had been raised at the commencement of this rapidly advancing summer, and that £40,600,000 had been expended. The amount now estimated to be required for each undertaking as at present sanctioned, is as follows:—East Indian—main line—£20,750,000; Jubbulpore line, £2,250,000; Great Indian Peninsula, £12,000,000; Madras—main line and Bellary line, £8,500,000; Scinde, £1,600,000; Punjab—Moulton to Umritser, £2,500,000; Delhi to Lahore, £3,000,000; Indus Flotilla, £400,000; Bombay, Baroda and Central India, £4,000,000; Eastern Bengal, £1,500,000; Calcutta and South Eastern, £380,000; and Great Southern of India, £640,000:—in all, £57,520,000. Of this respectable amount, the total raised in England to April 30, 1862, and in India at the date of the latest advices was as follows:

| | Raised in England. | | Raised |
|--|--------------------|-------------|-----------|
| | Shares. | Debentures. | in India. |
| EAST INDIAN : | | | |
| Main Line..... | £10,889,515 | £6,396,859 | £239,346 |
| Jubbulpore.... | 1,952,135 | | 7,635 |
| Gr't Indian Pen- insula..... | 7,575,159 | 1,500,000 | 448,740 |
| MADRAS : | | | |
| Main Line—Bel- lary Line.... | 3,968,147 | 2,000,000 | |
| Scinde..... | 1,114,615 | 330,700 | 22,138 |
| PUNJAB, &C. : | | | |
| Moulton to Um- ritser..... | 1,284,089 | | 5,819 |
| Indus Flotilla.. | 249,755 | 83,000 | |
| Bombay, Baro- da and Cen- tral India.... | 1,862,079 | 789,690 | 21,662 |
| Eastern Bengal. | 990,223 | 400,000 | 9,449 |
| Calcutta and S. Eastern..... | 230,338 | 90,000 | 19,258 |
| Great Southern of India..... | 417,319 | 166,000 | 1,220 |
| Total..... | £30,533,374 | 11,756,249 | 775,267 |

Assuming that the present network of lines is completed for the estimate of £57,500,000, the average cost per mile would be £12,360; but a double line of rails will, in some places, be found necessary to meet the requirements of the traffic, and the same reason will probably be adduced—all the more to the satisfaction of our home mechanical establishments—as justifying the purchase of additional rolling stock and engines. These causes for the expenditure of increased capital would, of course, produce an immediate

augmentation in the receipts; but at present all is conjecture, and nothing definite upon the subject. The average cost per mile of each undertaking, as at present estimated, is shown in the annexed figures, but the calculation will probably be modified by subsequent events, so as to bring up the total outlay to £60,000,000, or £13,000 per mile:

| Lines. | Length. Miles. | Total cost. | Cost per mile. |
|---------------------------------|----------------|-------------|----------------|
| East Indian..... | 1,364 | £23,000,000 | £16,862 |
| Great Indian Peninsula..... | 1,266 | 12,000,000 | 9,475 |
| Madras..... | 850 | 8,500,000 | 10,000 |
| Bombay, Baroda, &c. | 310 | 4,000,000 | 12,900 |
| Scinde..... | 114 | 1,600,000 | 14,000 |
| Punjab..... | 252 | 2,500,000 | 10,000 |
| Delhi and Punjab.... | 280 | 3,000,000 | 10,700 |
| Eastern Bengal..... | 110 | 1,500,000 | 13,363 |
| Great Southern..... | 78½ | 600,000 | 8,000 |
| Calcutta and South Eastern..... | 29 | 380,000 | 13,450 |

Total..... 4,653½ £57,520,000 £12,367 about £40,600,000 had been expended at the close of the financial year, ending April 30, 1862, leaving nearly £17,000,000 still to be disbursed. It is considered, however, that the expenditure in 1862-3 will be larger than in any subsequent twelve months, as it will amount to £7,100,000 leaving only £9,000,000, or £11,000,000 to be afterwards laid out. This latter sum will, it is expected, be spread over the next few years in the following proportions:—1863-4, £4,500,000; 1864-5, £2,500,000; 1865-6, £2,000,000; 1866-7, £1,000,000; 1867-8, £500,000; 1868-9, £500,000. On an average about a fifth or sixth of these sums will be spent in England, so that the demand for rails and plants will progressively decline on the lapse of the year now running out, unless, as we strongly incline to think, will be the case, the railways now on hand demonstrate the utility and involve the necessity of numbers of branch lines.

It is the credit of the Cannon-row guarantee which has achieved the great results attained. Without the promise of five per cent, India would have looked in vain to England for railways for many a year to come, although probably she would have obtained them some time or other. The Indian Government in stepping in with its tolerably secure five per cent has done its best to accelerate the material progress of the territories under its ray; and sooner or later it will doubtless reap a return. At present the interest account stands thus. The government has paid six millions and a quarter, while the profits of the companies which have been applied in reduction of the guarantee only amount to one million and a quarter, leaving an excess which is recoverable by the Government from half the net receipts in excess of five per cent. If no compound interest is calculated the Government may yet re-coup itself, but otherwise it would be hopeless to expect such a result. Whether every shilling, however, finds its way back to the Imperial Treasury or not, the Government will, doubtless, reap the benefit of its wise enterprise in the development of the resources of the Indian Empire, and the increased facilities obtained for the reduction of troops &c. To be more precise upon this interest account let us append the following figures:

| Company. | Interest paid to. Dec. 31, 1860. | Interest paid in 1861. |
|------------------------------------|-------------------------------------|---------------------------|
| East Indian..... | £2,470,506 | £815,081 |
| Great Indian Penin- sula..... | 1,040,357 | 322,907 |
| Madras..... | 667,519 | 894,204 |
| Scinde..... | 134,127 | 66,257 |
| Punjab..... | 54,192 | 46,267 |
| Indus Flotilla..... | 17,403 | 12,718 |
| Bombay, Baroda, &c..... | 181,623 | 104,322 |
| Eastern Bengal.... | 41,016 | 34,711 |
| Calcutta and South Eastern..... | 9,225 | 11,889 |
| Great Southern.... | 110,004 | 19,553 |

The total sum paid in the shape of interest to

December 31, 1861, was consequently £6,286,895, and the total amount now due from the Government for interest is upwards of £2,000,000 per annum. The annual earnings of the railways so far as they had been brought into operation at the period to which the latest accounts extend, did not amount to a sixth of this sum; but it is only right to bear in mind that a great portion of the capital to which the guarantee applies is still completely unproductive. The mileage which has been yielding a profit does not represent half the capital which has been expended; and traffic has been carried hitherto on very imperfect and undeveloped sections. That matters have a steady tendency to improve will be seen from the annexed tables:

| EAST INDIAN R. R. | | Miles open. | Net profit. |
|-------------------|---------------|-------------|-------------|
| Six months ending | Dec. 31, 1854 | 39 | £ 2,000 |
| " | June 30, 1855 | 121 | 12,000 |
| " | Dec. 31, 1855 | 121 | 21,000 |
| " | June 30, 1856 | 121 | 28,000 |
| " | Dec. 31, 1856 | 121 | 29,000 |
| " | June 30, 1857 | 121 | 41,000 |
| " | Dec. 31, 1857 | 121 | 42,000 |
| " | June 30, 1858 | 121 | 48,000 |
| " | Dec. 31, 1858 | 142 | 45,000 |
| " | June 30, 1859 | 142 | 68,000 |
| " | Dec. 31, 1859 | 202 | 80,000 |
| " | June 30, 1860 | 372 | 92,000 |
| " | Dec. 31, 1860 | 372 | 82,000 |
| " | June 30, 1861 | 372 | 130,000 |

| GREAT INDIAN PENINSULA RAILWAY. | | Miles open. | Net profit. |
|---------------------------------|---------------|-------------|-------------|
| Six months ending | Dec. 31, 1853 | 35 | £ 2,000 |
| " | June 30, 1854 | 35 | 3,000 |
| " | Dec. 31, 1854 | 35 | 1,000 |
| " | June 30, 1855 | 35 | 1,000 |
| " | Dec. 31, 1855 | 43 | 1,000 |
| " | June 30, 1856 | 60 | 6,000 |
| " | Dec. 31, 1856 | 88 | 11,000 |
| " | June 30, 1857 | 88 | 16,000 |
| " | Dec. 31, 1857 | 90 | 18,000 |
| " | June 30, 1858 | 90 | 23,000 |
| " | Dec. 31, 1858 | 165 | 32,000 |
| " | June 30, 1859 | 165 | 48,000 |
| " | Dec. 31, 1859 | 194 | 34,000 |
| " | June 30, 1860 | 277 | 42,000 |
| " | Dec. 31, 1860 | 277 | 34,000 |
| " | June 30, 1861 | 330 | 36,000 |

| MADRAS RAILWAY. | | Miles open. | Net profit. |
|-------------------|---------------|-------------|-------------|
| Six months ending | Dec. 31, 1856 | 65 | £ 4,000 |
| " | June 30, 1857 | 70 | 6,000 |
| " | Dec. 31, 1857 | 81 | 9,000 |
| " | June 30, 1858 | 84 | 10,000 |
| " | Dec. 31, 1858 | 90 | 9,000 |
| " | June 30, 1859 | 90 | 8,000 |
| " | Dec. 31, 1859 | 96 | 14,000 |
| " | June 30, 1860 | 122 | 13,000 |
| " | Dec. 31, 1860 | 137 | 8,000 |
| " | June 30, 1861 | 211 | 12,000 |

The total profits, therefore, applicable in reduction of the 5 per cent guarantee, were as follows, during the eight and a half years ending June 30, 1861:

| Year. | Total profits. | Year. | Total profits. |
|-----------|----------------|------------------|----------------|
| 1853..... | £ 2,000 | 1858..... | £167,000 |
| 1854..... | 6,000 | 1859..... | 252,000 |
| 1855..... | 35,000 | 1860..... | 271,000 |
| 1856..... | 78,000 | 1861 (half year) | 178,000 |
| 1857..... | 132,000 | | |

It is clear that the East Indian is rapidly becoming a flourishing undertaking; even on its own merits, its working expenses having been brought within the very fair proportion of 44.61 per cent of the receipts in the year ending June 30, 1861, as compared with 50.91 per cent in the previous twelve months. The great Indian Peninsula does not, in this respect, appear in so favorable a light, the working charges having amounted to 41.1 per cent of the receipts in 1858-9, 58.7 per cent in 1859-60, and 69.5 per cent in 1860-1. The Madras did still worse, the working charges having been 66.1 per cent of the receipts in 1858-9, 61.2 per cent in 1859-60, and 78.0 per cent in 1860-1. This result is probably to be attributed to the fact that in the case of the Great Indian

Peninsula and the Madras, the sections completed have been opened very quickly of late, while those of the East Indian have had more time to solidify, as it were. The tables which we have compiled, and which only give the rough results in round figures, have been based on some very ingenious diagrams prepared by Colonel W. E. Baker, now a member of the Indian Council, and formerly consulting engineer to the Government of India in the railway department. They only extend, however, to June 30, 1861; and as the subject is one of considerable importance and interest, we propose to devote another article to it, and to show in more recent, extended, and minute detail, the progress attained in respect to traffic and working results. We may add, however, one other observation here, viz: that the East Indian system is now fairly earning, *per se*, 1½ per cent on the capital expended, even although it is at present in only imperfect operation. When all the gaps are filled up and the capital expended is carried to £23,000,000, the traffic may be expected to show a much larger increase, and to cover—at any rate to the extent of three or four per cent—the interest properly accruing on the outlay made.—*London Colliery Guardian*, Aug. 23.

Chicago Loan and Financial Condition.

The city of Chicago has recently effected a loan of \$200,000 on bonds bearing seven per cent interest, at prices ranging above par. The entire funded debt of the city on the 9th of April last, amounted to nine hundred and forty-five thousand dollars, as follows:

| Bonds at | | |
|--------------------------|-------------------|-----------|
| 10 per cent interest due | January, 1863 .. | \$2,000 |
| 10 " " " " | January, 1868 .. | 2,000 |
| 7 " " " " | January, 1866 .. | 10,000 |
| 7 " " " " | January, 1874 .. | 50,000 |
| 7 " " " " | April, 1881 | 511,000 |
| 6 " " " " | January, 1863 .. | 60,000 |
| 6 " " " " | January, 1867 .. | 10,000 |
| 6 " " " " | July, 1873 | 50,000 |
| 6 " " " " | January, 1874 .. | 40,000 |
| 6 " " " " | July, 1875 | 100,000 |
| 6 " " " " | July, 1876 | 100,000 |
| Total | | \$945,000 |

Steam Boiler Explosions.

At the last ordinary monthly meeting of the Executive Committee of the Association for the prevention of Steam Boiler Explosions, Manchester, Eng., held May 27th, 1862, Mr. L. E. Fletcher, Chief Engineer, presented his monthly report, of which the following is an abstract:—

During the last month there have been examined 316 engines and 464 boilers. Of the latter, 9 have been examined specially, 10 internally, 74 thoroughly, and 371 externally; in which the following defects have been found:—Fracture, 6 (8 dangerous); corrosion, 50 (7 dangerous); safety-valves out of order, 6; water gauges, ditto, 15; pressure gauges, ditto, 5; feed apparatus, 1 (dangerous); blow-off cocks, ditto, 34 (2 dangerous); fusible plugs, ditto, 6; furnaces out of shape, 6—total, 129 (13 dangerous). Boilers without glass water gauges, 29; without pressure-gauges, 10; without blow-off cocks, 34; without back pressure-valves, 33.

Explosions continue to occur to every description of boiler. One has happened during the last month to a locomotive in the vicinity of London, and another to a stationary boiler on the Clyde. Both of these were—as it is hardly necessary to state—beyond the sphere of the operations of the Association. Each of these explosions was attended with fatal consequences, but I am not at present in possession of the engineering facts.

The recent very frequent occurrence of explosions has monopolized, by the bare recital of their details, the entire space of the late reports, and left no room for considerations resulting from them, to which I think it is important attention should be drawn, and this, therefore, I now propose to do.

It will be remembered that one of the late explosions arose from the failure of an angle iron, on which alone—as on a single thread—a large crown plate depended for its support. Several other explosions occurred to externally-fired boilers through failure of the plates just at the seam of rivets exposed to the flame. In some of such cases the plate is found to crack at the rivet holes; in others leakage occurs, from which corrosive action sets in, and steadily continues until the plate becomes so thinned that rupture and explosion ensue. Some explosions have occurred from corrosion, consequent upon external damp; others from acidity of the water; while others again, of somewhat earlier date, have been occasioned by the collapse of the furnace tubes, consequent upon the weakness of construction, which would have been remedied by the adoption either of flanged seams, T or angle-iron hoops, or other similar means.

Thus it will be seen that all the above explosions occurred from the most simple causes, and that no mystery whatever need be attached to any one of them; while by suitable construction of the boilers in the first place, and due attention to their state of repair in the second, these explosions would in every case be prevented.

I am extremely desirous to keep this practical view of steam boiler explosions constantly in sight, since I am persuaded no head will be made against them generally so long as their causes are considered to be matters of mystery, and their occurrence one of chance.

Very few of the explosions that come under my notice occur from shortness of water, and I believe that to be a much-abused idea, and the number of explosions resulting from it to be much exaggerated. It appears to be an almost stereotyped verdict at inquests, and the boiler attendant being frequently killed, there is seldom any witness to the contrary.

I find that by far the most frequent cause of explosion is the insufficiency of the boiler for its working pressure, either on account of its original construction, or state of repair consequent upon use: while those explosions resulting either from deficiency of water, or from extraordinary or reckless pressure, are comparatively rare. In other words, to prevent misapprehension, I find that explosion is more frequently due to weakness of the boiler than to excessive pressure of the steam.

I know no means of ascertaining the sufficiency of the original construction of a boiler, or of testing the weakness produced upon it by wear and tear—in short, of testing either new or old boilers—equal to the use of hydraulic pressure, and think all steam users would do well to make systematic use of this test once a year. In France, I believe, this plan is rendered compulsory by the government, and it would be well were it generally adopted in this country voluntarily. Weak places in the plates may pass undetected, even on careful examination, while some parts may be inaccessible and concealed from view, but the hydraulic test is sure to detect and expose them all. Its timely application would have saved that most disastrous explosion which occurred some time since, here in Manchester, at a locomotive establishment second to none in the kingdom for its high reputation, and since a defect passed unnoticed at such an establishment, where the construction of boilers, as well as the quality and strength of the plates, may well be supposed to have been thoroughly understood, it surely argues the necessity of the hydraulic test being applied.

Mr. Muntz, a steam user in Birmingham, states, in a letter published on the Millfield boiler explosion, that he has for years adopted, with advantage, the plan of an annual hydraulic boiler test, and considers it a duty he owes to his workmen in consideration of their safety.

The application of the hydraulic test is so simple, and the pump required so small, that each steam user could provide himself with one at very little expense, or some parties might find it worth their while to take up the proving of boilers by water pressure as an itinerant speciality of engineering practice. This Association would be glad to assist

in the general application of the hydraulic test, by inspecting the boilers when under pressure, and I feel convinced that, were the practice of this annual test generally adopted, which I trust it soon will be, explosions would become nearly, if not entirely, extinct.

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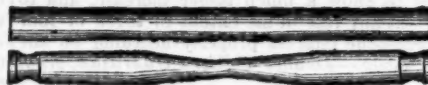
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AND Locomotive Engines,

ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,

EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.

WHEELS FITTED
TO HAMMERED or ROLLED AXLES.

IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

PROPOSALS FOR \$250,000 OF THE CROTON WATER STOCK OF THE CITY OF NEW YORK.

SEALED proposals will be received at the Comptroller's Office, until THURSDAY, September 25th, 1862, at two o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of two hundred and fifty thousand dollars (\$250,000) of the Croton water stock of the City of New York, authorized by Chapter 372 of the laws of 1860, and as amended by Chapter 181 of the laws of 1861, and by an ordinance of the Common Council, approved by the Mayor October 4, 1861, for increasing the supply of Croton water, etc.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1883.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the date of payments.

Each proposition should be sealed and endorsed "Proposals for Croton Water Stock of the City of New York," and the same inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary, to protect or promote the interests of the City.

ROBERT T. HAWS, Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Aug. 28, 1862. 3135

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 19, 1862.

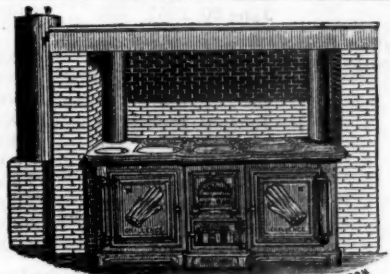
EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company,—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8:30

JOHN V. L. PRUYN, Treasurer.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the LARGEST OVEN of any in the market; BAKES PERFECTLY, never getting brown at the bottom; BOILS, ROASTS and and BAKES with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.





SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used.

CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the LEADING STOVE FOR PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired. Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS

FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public
Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS
AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 14 to 146 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

For sale by

WILLIAMS & PAGE,
67 Water st., Boston.

RAILS AT BOSTON.

400 TONS RAILS—50 lbs. per lineal yard—T patent—now ready for delivery at Boston. For sale by

CHAS. L. PERKINS,
OF E. LIVINGSTON,
64 Exchange Place,

2m30



IMPORTANT TO RAILROAD COMPANIES,

THE ATTENTION OF RAILROAD MANAGERS

Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the

'ALBANY AGRICULTURAL WORKS,

CONSISTING OF

EMERY'S PATENT Railway Horse Power,

Made changeable for both right and left-hand work, also with changeable degrees of forces and motions of the driving Pulleys without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbersome for handling and transportation.

WOOD SAWING MILLS.

These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of splitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

| | |
|------------------------------|---------|
| PRICE, ONE HORSE POWER | \$90.00 |
| " TWO " " | 120.00 |
| " SAW MILL, 24 in. Saw | 37.00 |
| SETT BANDS and EXTRAS ... | 5.00 |

PUMPING ENGINES

Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES

Of the most approved kinds for one and two horses and with simple Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty. Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.

For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

EMERY BROTHERS,
No. 62 & 64 State st.,
ALBANY, N. Y.

GEO. M. FREEMAN, RAILROAD SUPPLIES,

No. 107 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY and MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
COTTON WASTE.
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,

STEAM GAUGES, COOKS AND WHISTLES,

INDIA RUBBER ROSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS,

ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc.

AGENCY OF THE KEROSENE OIL COMPANY

Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

MERRITT & EMERSON,

No. 64 COURTLANDT ST.,
NEW YORK,

DEALERS IN

RAILROAD SUPPLIES

AND

ENGINEERS' STORES.

MANUFACTURERS OF

BOLTS, NUTS AND WASHERS,

LAG SCREWS, TURNBUCKLES, ETC., ETC.

TELEGRAPH MATERIALS.

PLAIN AND GALVANIZED WIRE INSULATORS.

INSTRUMENTS, BATTERIES, ETC., ETC.

A complete stock of Railroad and Telegraph Supplies and Engineers' Tools constantly on hand.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for CUMBERLAND COAL, DELIVERABLE ON BOARD VESSEL AT Baltimore, Md., Alexandria, Va., or Georgetown, D. C. Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of BITUMINOUS COAL, remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as "BORDEN'S PIT COAL."

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.

3m21 Nos. 70 and 71 West st., New York.

SUPERIOR

OAK-TANNED, STRETCHED AND RIVETED

LEATHER BELTING,

MANUFACTURED BY

PHILIP F. PASQUAY, 25 Spruce st., N. Y.

DOUBLE BELTS TWICE THE PRICE OF SINGLE Best Lace Leather and Steel Hooks for round Belts always on hand.

In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28

THE ROGERS
Locomotive & Machine
WORKS,
 SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
 HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
 AND OTHER VARIETIES OF
RAILROAD MACHINERY.
J. S. ROGERS, Pres't, } **PATERSON, N. J.**
WM. S. HUDSON, Sup't, }
M. K. JESUP, Vice Pres't,
L. P. STARR, Sec'y and Treas'r.
 44 Exchange Place, New York.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,
 HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
 EITHER FOR BURNING WOOD OR COAL,
 OF THE MOST APPROVED CONSTRUCTION.
 ALSO ALL KINDS OF
RAILROAD MACHINERY,
 STATIONARY ENGINES AND BOILERS,
 SUGAR MILLS, SHAFTING, ETC.
HARRISON TWEED,
 Agent and Treasurer.
P. I. PERRIN, Sup't.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
 Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
 The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS.
 SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.
 MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,
NEW YORK,
 BROADWAY AND TWELFTH STREET,
 ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

PROPRIETORS:
GEO. W. HUNT,
 Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
 Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.
 THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
 Address **HENRY RUTTAN,**
 Coburg, Canada.

THE GREAT FIRE IN TROY.
Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.
LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
 Yours, respectfully,
S. K. STOW, Cashier.

Troy, N. Y., May 14, 1862.
 The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes**, at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,
S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Ross & Smith,
Robert Green,
Not dug out—nothing in them.
S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Freiot,
Walsh, Petit & Anthony,
D. H. Snyder,
Jonathan Seaman.

Troy, May 19, 1862.
 The undersigned had one of **Lillie's Wrought and Chilled Iron Safes**, which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

Troy, May 19, 1862.
 This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes**, which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
 Per **G. W. BARCOCK, Agent.**

This is to certify that the undersigned had one of **Lillie's Patent Chilled Iron Safes** in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.
GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by **World's Safe Company**, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

Troy, May 19, 1862.
 The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,
Flood & Dunham,
John Hutchinson,
Supt National Express Co.
Silliman, Matthews & Co.,
E. L. Mallory,
E. H. Virgil,

The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and we are happy to recommend them to public patronage.
W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

Troy, May 19, 1862.
 To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by **World's Safe Company**) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

Troy, May 19, 1862.
 The undersigned, using Safes manufactured by the **World's Safe Company**, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to **Mr. Lewis Lillie**, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.
Stephen Holton,
Bennett, Strickland & Fellows,
Corliss & House,
Luther Greenman,
E. W. Johnson,
J. H. Goodsell.

Troy, N. Y., May 17, 1862.
LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1853 of the late **World's Safe Company**. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.
 The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.
 There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
 MANUFACTURER OF
Desks and Office Furniture,
WAREROOM { **No. 107 FULTON ST.,**
 Near Nassau, N. Y.
LIBRARY FURNITURE made to order.